

Latitude 38

VOLUME 86, AUGUST 1984

CIRCULATION 37,000



BULK RATE
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MERIT 22&25



THE NEW MERIT 22,

it's revolutionary. One step inside and you'll see why: it's larger than many 25 and 27 foot boats. The Merit 22 has a lead, retractable keel giving you the safety and maximum stability of a keel boat while permitting easy trailering and ramp launching. The Merit 22 delivers quality, performance, comfort and convenience.

SAILAWAY PRICE OF \$9,595 INCLUDES:

- trailer • sails • pop top lifting hatch • mast & boom • winches • bow & stern pulpit • lifelines
- & much more ...

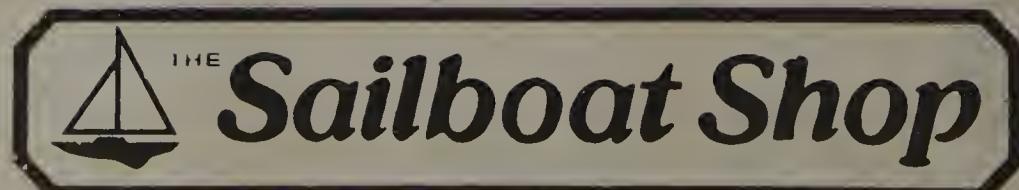
THE MERIT 25

is built to be fast. In fact, the Merit 25 was the overall winner at the 1983 MORC Internationals, & this production boat is still winning. Just because the Merit 25 is fast doesn't mean that you will have to give up comfort to win. Inside's a fully finished interior with 7 ft-plus bunks. Here's your chance to be the proud owner of an all around performance boat that's fast and comfortable.

SAILAWAY PRICE OF \$15,100 INCLUDES:

- trailer • sails • mast & boom • internal kevlar halyards all lead aft • spinnaker gear • split backstay adjuster • pulpits • lifelines • winches • Harken mainsheet system
- and much more ...

**INCREDIBLE MANUFACTURER'S DISCOUNT THIS MONTH.
CALL TODAY!!**



2639 BLANDING AVENUE, ALAMEDA, CALIFORNIA 94501 • (415) 521-5900

Just Desserts



Myles Ringle

HUMBOLDT PIE*

"Humboldt Pie," Gil Sloan's new Humboldt Bay 30, won Ballena Bay Yacht Club's spring Whale Chase Series. And she also finished 1st in division and 2nd overall in the 1984 Berkeley sponsored Wheeler Cup.

The Pineapple sails on "Humboldt Pie" are strictly upper crust.

If you need help making mincemeat of the competition, give us a call.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2
Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City



SAILMAKERS
(415) 444-4321

*Powered by Pineapples

Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321

TAYANA - 37

ROBERT PERRY DESIGNED

3 Models Available — Cutter, Ketch, Pilot House
ALL MODELS ON DISPLAY

ON OUR STANDARD TAYANA 37 CUTTER HERE'S WHAT
 YOU GET FOR ONLY

\$72,900

AS LITTLE AS \$757.16 PER MONTH

**EQUIPMENT ON
 STANDARD MODEL TAYANA 37**

Hand-laid up fiberglass & deck
 Aluminum spars w/electrical conduit
 Engine cooling water intake strainer
 8 oz dacron main, 6 oz dacron jib
 6 oz dacron staysail
 Sail bags for all sails
 Sail covers for all sails
 Teak emergency tiller
 S/S bow pulpit, S/S stern pulpit
 (6) bronze hawse pipes & mooring cleats
 Teak cockpit seats & cockpit grating
 Teak skylite, teak companionway hatch & doors
 Teak forward hatch, exterior teak trim
 11 bronze opening ports, (2) coaming lockers

S/S dinghy davits w/teak cross bar & cleats
 8' fiberglass dinghy, oarlocks & oars
 Exterior teak handrails, (2) samson posts forward
 S/S stanchions, dbl lifelines w/gates P&S
 Bowsprit w/teak platform & anchor rollers
 Teak joinery & cabinetry through-out
 Hull insulation in all lockers
 Formica counters in head & galley
 Teak framed mirror in head, interior teak handrails
 V-berth filler — (8) 12v cabin lights
 12v electrical system w/3 way switch & circuit breakers
 110v shower power socket w/3 way switch &
 circuit breakers & (6) 110v outlets
 International running lights
 12v spreader lights, 12v anchor light
 Manual marine head, 30 gallon holding tank

10 gallon hot water heater, 110v & engine
 H&C pressure water, (1) high capacity
 manual bilge pump
 (1) PAR heavy duty electric 12v bilge pump
 Bilge pump stainer, bronze sea cocks on all thru hulls
 Diesel engine — Yanmar 3QM30F fresh water
 cooled 33 hp
 (8) Barlow winches, S/S staysail traveler
 S/S genoa track w/cars, pedestal steering
 w/teak wheel
 (4) dorade vents, chain locker & deck pipe
 Teak rub rail, teak cabin sole, ice chest w/4"
 insulation
 (1) 120 AH 12v battery & fiberglass box
 90 gallon fuel tank under V-berth
 110 gallon S/S water tank in bilge space

CUTTER SPECIFICATIONS

LOA	42'2"
LOD	36'8"
LWL	30'10"
Beam	11'6"
Draft	5'8"
Displacement	22,500# (dry)
Ballast	7,340#
Sail Area	864 sq.ft.
Main	342 sq.ft.
Jib	292 sq.ft.
Staysail	230 sq.ft.
Power	Diesel
Water	100 gallons
Fuel	90 gallons

KETCH SPECIFICATIONS

LOA	42'2"
LOD	36'8"
LWL	30'10"
Beam	11'6"
Draft	5'8"
Displacement	22,500# (dry)
Ballast	7,340#
Sail Area	768 sq.ft.
Main	263 sq.ft.
Jib	209 sq.ft.
Staysail	156 sq.ft.
Mizzen	140 sq.ft.
Power	Diesel
Water	100 gallons
Fuel	90 gallons

The universally famous Tayana-37 is a true masterwork of the yachting world. Designed by Robert Perry and built to the most stringent specifications in the industry to TaYang, she is without exception the finest yacht investment available.

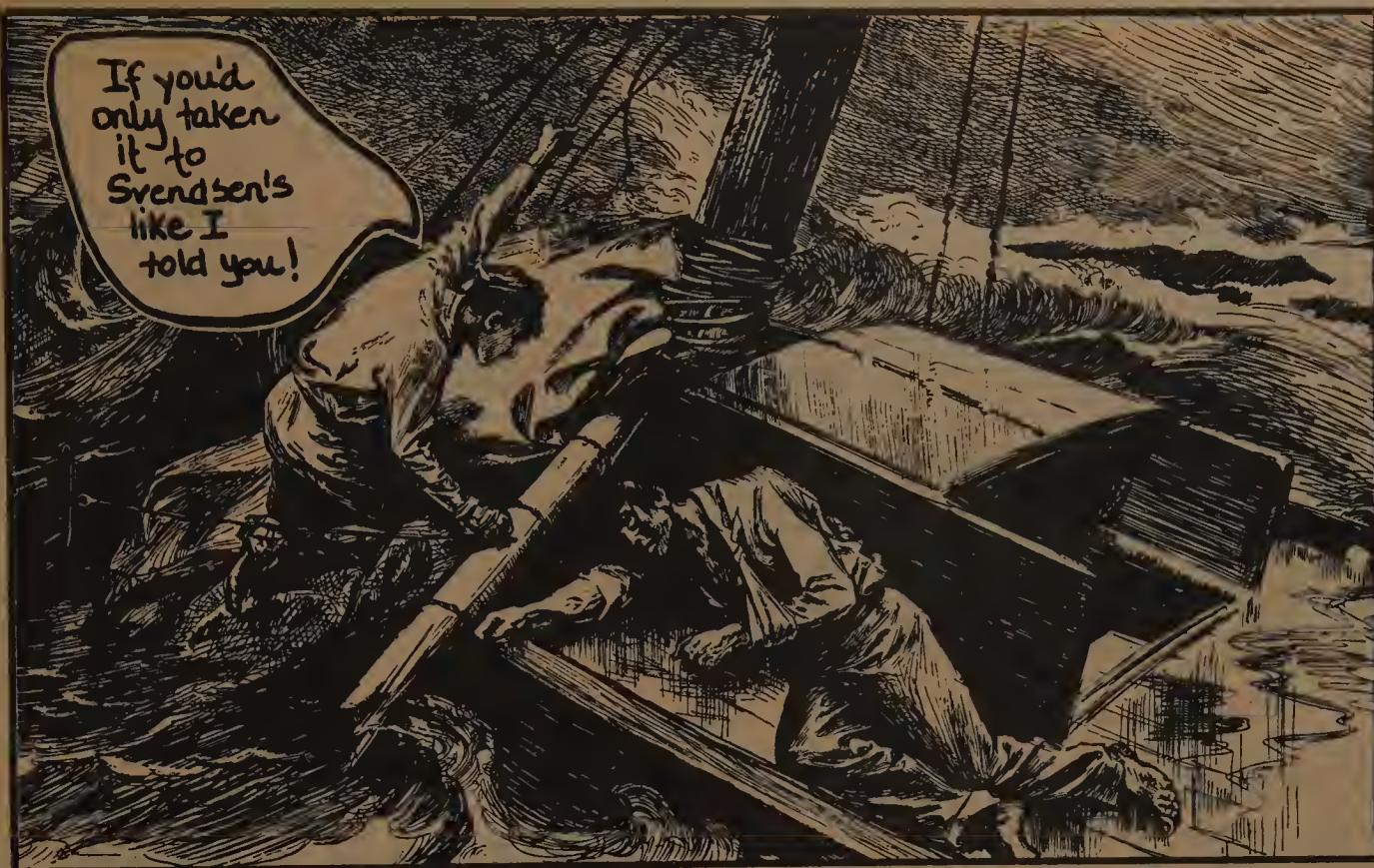
The Tayana-37 is available with ketch or cutter rig and in trunk cabin or pilot house models.

NORTHERN CALIFORNIA'S ONLY TAYANA DEALER!

WINDSHIPS

54 JACK LONDON SQUARE (415) 834-8232 OAKLAND
 OPEN 7 DAYS A WEEK • AFTER 6 P.M. BY APPOINTMENT





THIS COULD HAVE BEEN AVOIDED!

The majority of dismastings are caused not by the failure of the section but rather by the fatigue or corrosion of the standing rigging.

The Expert Riggers at Svendsen's Marine can help you avoid this trauma!

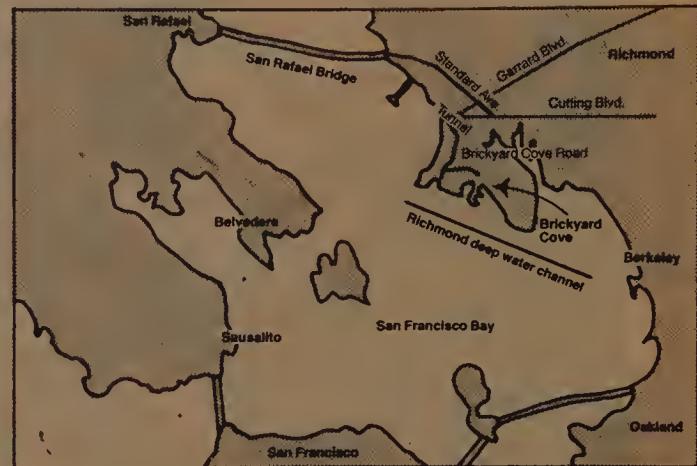
WE SPECIALIZE IN:

Master Distributors for
NAVTEC, Rod, Wire, Hydraulics
MERRIMAN HOLBROOK
SEA FAST
JOHNSON Yacht Hardware
GIBB
HARKEN

Standing Rigging Fabrication
Rod Rigging Fabrication
Rotary Swaging done to
Military Specifications
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(kit or custom)
Color-Coded In Stock

SVENDSEN'S MARINE, INC.
1851 CLEMENT, ALAMEDA, CA 94501
(415) 521-8454

Closer than you think . . .



Come and see!

BRICKYARD COVE MARINA

Only 9 miles from Larkspur Landing, 9 miles from Berkeley Marina, 14 miles from Oakland, and 19 miles from San Francisco. A great location, a warm and sunny climate, clean air, and easy parking near your slip. And every day is a boat show!

- ★ 250 berths
- ★ dry storage with 3-ton hoists
- ★ commercial office space
- ★ view homesites
- ★ restaurants
- ★ yacht dealers

ALL'S FARE (great food at the Marina's restaurant) ★ **BRICKYARD COVE MARINA**
INNISFREE (Condominium Sales) ★ **JIM DEWITT ART STUDIO**
JONATHAN LIVINGSTON DESIGNS ★ **QUESTA ENGINEERING** ★ **SOBSTDAD SAILS**
BRICKYARD COVE YACHTS ★ **PASSAGE YACHTS** ★ **PT. BONITA YACHTS**
TATOOSH MARINE ★ **WAYNE MARINE** ★ **WINDCIRCLE SAILING YACHTS**
offering you the full spectrum of large and small, cruising and sailing yachts, including

Beneteau 32	Cheoy Lee Motorsailer	Olson 30	Passport 42 Pilothouse
Beneteau 38	Endeavor 38	Olson 40	Passport 47
Beneteau 345	Etchells 22	Panda 38	Sparkman & Stephens 40
Beneteau Wizz	Express 27	Passport 40	Sparkman & Stephens 47
Cape Dory	Golden Wave 42	Passport 42	Tatoosh 51

and a wide variety of experienced yachts.



BRICKYARD COVE MARINA
1120 Brickyard Cove Road/Pt. Richmond 94801
(415) 236-1933

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Catalina Dreaming

Graphic Design: K. Bengtsson

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BENETEAU

Gives You More. . . .

FIRST 42



L.O.A. 43'8"

\$112,750

QUALITY Beneteau's 100 years of experience shows in every detail from expert engineering and rugged construction to elegantly finished interiors. Isn't it nice to know you can own the very best?

PERFORMANCE You'd like to race and cruise. Beneteaus are comfortable, safe family cruisers with a distinct advantage on the race course. In 1984 alone Beneteaus have proven their winning ability in the S.O.R.C., Rolex Cup, and O.S.T.A.R..

VALUE The engineering and quality control that goes into every Beneteau assures you of a yacht of lasting value. A good deal isn't worth much unless you get a good boat as part of the bargain.

DEALERS FOR:

BENETEAU FIRST 29, 30, 32, 345, 35, 38, 42, 456, 50

Idylle 8.8, 11.5, 13.5

PASSPORT 40, 42, 42 Pilothouse, 47 and 51



PASSAGE YACHTS

BRICKYARD COVE MARINA

PT. RICHMOND (415) 236-2633



PASSAGE YACHTS

BENETEAU 456—1984



Winner Division II of the 1984 O.S.T.A.R. A very elegant yacht with 3 double cabins and 3 heads. Loaded with gear; refrigeration, spinnaker gear, roller furling, autopilot, B&G electronics, Satnav, loran, and windvane. Satin varnished teak interior. Incredibly priced.

\$170,000

C&C LANDFALL 38—1980



This highly respected cruiser from the C&C design group has just been reduced for a quick sale. Outstanding. Spacious, seaworthy interior features owner's stateroom. Rod rigging, external lead keel. Hood Sea Furl. Refer. A pleasure to sail and own.

Sistership

REDUCED \$88,950

ISLANDER 36—1976



A fine example of the popular Islander 36 class. Built in 1976. Equipped with full spinnaker gear, backstay adjuster, windspeed, point, autopilot, dodger, 5 sails, safety gear and Atomic 4. Never abused and ready to race or cruise.

TRADE IN/OFFERS

SELECT BROKERAGE

22' SANTANA, Good condition	7,000
24' YANKEE DOLPHIN, 1968, Absolutely bristol	14,500
25' MERIT 25, 1979, 14 sails, new LPU	16,900
25' ERICSON 25, 1976, O/B, VHF, Depthsounder	15,500
25' SANTANA 525, 1978, Race rigged	16,500
* 25' CAPE DORY 25, 1978, O/B, all lines lead aft, Dodger	15,750
26' COLUMBIA MK II, 1969, Priced to sell	11,000
26' INT'L FOLKBOAT, 1978, Navik Vane, VHF, RDF, Spin	26,500
26' PEARSON ARIEL, 1964, Depthsounder, stove & heater	12,500
26' PEARSON 26, 1975, Nice family cruiser	13,500
* 26' PEARSON 26, 1976, O/B, VHF, 3 Sails Very Clean	16,200
* 27' CONTEST 27C, 1972, Race equipped, Local winner	23,950
* 27' CAL 2-27, 1977, Very well equipped	27,950
27' SANTANA 27, 1971, Diesel, spinnaker, very nice	18,000
* 27' ERICSON, 76 & 78, Very clean	2 from 24,500
27' CATALINA, 1971, Custom Features	17,000
27' O'DAY, 1976, Clean and sharp	22,500
28' PEARSON 28, 1977, Excellent condition	31,500
* 28' CAL, 1967, Good value at our docks make offer	14,900
28' HERRESHOFF 28 KETCH, 1950, Very nice	19,000
* 29' FARALLONE 29, 1975, Forced air heat, dinky w/OB	40,000
* 29' FARRALONE 29, 1976, Hull #6, Lead Keel, Vane	39,500
* 29' GULF PILOTHOUSE, 1981, Inside Strng., Furling Jib	35,750
* 29' CASCADE, 1965, Diesel, nicely maintained	22,500
30' PEARSON 30, 1973, very clean family cruiser, inboard	28,500
30' C&C, 1975, 1/2 Ton, Full up race, rod rig, 12 sails	37,500
30' ARLBERG ODYSSEY YAWL, 1969, Very clean	38,950
30' J-30, 1979, loads of gear, race or cruise	43,500
* 30' CONTEST, 1970, Dutch Built	19,500
31' MARIAH 31, 1978, Blue water vessel	61,500
32' ERICSON, 1974, propane stove, 4 sails, pres. water	32,000
32' COLUMBIA 9.6, 1976, Allen Payne Design	39,500
32' WESTSAIL 32, 1973, Full cruise gear liveaboard	57,000
32' PEARSON VANGUARD, 1963, New hull paint, clean	28,950
* 33' RANGER, 1977, Excellent Condition	46,000
* 33' HUNTER 33, 1982, Like new, roomy interior	44,000
33' CHEOY LEE CLIPPER KETCH, Loaded	62,000
* 33' YAMAHA 33, 1979, As new, stiff bay sailer	49,000
* 33' TARTAN 10, 1979, Race equipped well kept	35,000
34' CORONADO 34, 1967, new LPU hull pnt., good gear	34,950
34' WYLIE 34, 1980, Race equipped, Loran C	59,000
* 35' MARINER 35, 1966, Wood, well maintained	44,500
35' ERICSON, 1975, 7 sails, new interior cushions	44,500
35' ERICSON 35, 1976, Spinnaker Gear, Hull LPU	55,000
* 35' C&C 35 MKII, 1974, Race Ready, Loran C	67,500
* 35' JASON 35, 1979, Custom built, perfect condition	88,900
* 36' ISLANDER, 1976, well equipped to race or cruise	66,500
36' PEARSON, 1973, Ocean ready, life raft	61,000
36' ISLANDER 36, 1974, tiller, spinnaker, very clean	55,000
37' GULFSTAR 37, 1978, Cruise equipped Tan Bark Sails	85,000
* 37' GULFSTAR 37, 1979, propane stove, frig. Mint. cond.	89,900
37' ISLAND TRADER KETCH, 1977	63,000
38' C&C, 1976, excellent value	57,500
* 38' OLSON 38 SLOOP, 1967, Swedish construction	56,500
* 38' C&C LANDFALL, 1980, hood seafurl, combi.	88,950
* 39' CAL 39 MK I, 1971, loads of gear, veteran cruiser	67,500
39' FREYA 39, 1978, Radar, Weather FAX, new diesel	115,000
39' CAL, 1971, Ocean Cruiser-Wind Vane	Offer/70,000
40' PACIFIC 40 YAWL, 1978, Excellent European yard	74,500
40' C&C 40, 1979, Custom Signet 4000, 10 Sails	105,000
40' KETTENBERG, 1961, Wood, South Pacific Veteran	45,000
41' PERRY 41, 1979, perkins, wheel, teak decks, a beauty	159,000
41' MORGAN KETCH, 1978, Forced air heat, freezer	109,500
* 41' MORGAN, 1978, liveaboard 3 cabins	89,000
* 41' OVERSEAS 41 KETCH, 1975, Cruise Ready	69,000
43' ENDEAVOUR, 1979, Center Cockpit Ketch	149,000
45' CUSTOM NEW ZEALAND KETCH, 1974	135,000
46' MORGAN KETCH, 1979, Cruise equipped	172,500
50' GULFSTAR KETCH, 1977, South Pacific Veteran	185,000

ED MILANO, BROKER JACK WOIDA, SALES

* Located at Brickyard Cove

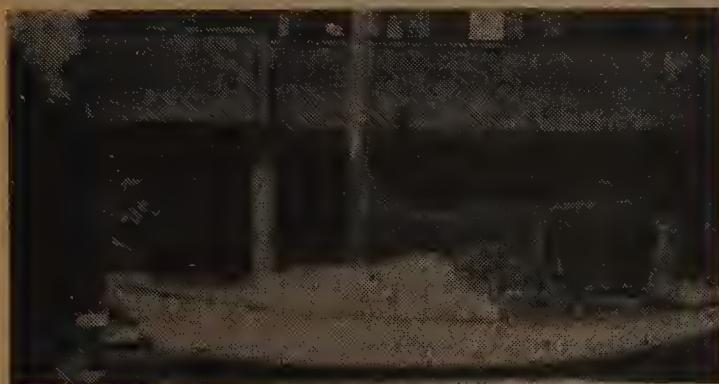
NEW LISTINGS INVITED

PT. RICHMOND

415/236-2633

PASSAGE YACHTS

CAPE DORY 25—1978



A small boat with cruising in mind. A Carl Arlberg design built by a leader in traditional boat building. She is set up to single hand with all line lead aft and custom dodger.

\$15,750

FARALLONE 29—1976



Extensively cruise equipped with 6 man liferaft and survival gear. Top of the line windvane, complete ground tackle, electronics and five cruising head sails. Will include \$18,000 worth of cruising gear.

REDUCED \$39,500

RANGER 33—1977



Popular Gary Mull design. Very well built, ideally suited for the performance oriented cruiser. Five sails, knotmeter, windspeed, windpoint, depth, VHF, RDF, liferaft, and more.

REDUCED \$46,000

CASCADE 29—1965



Surveyor's remarks: "This is a fine Cascade 29 that has had excellent care. Good heavy construction." Handsome wood cabin top protected by a full' boat cover. Fiberglass hull. 1978 Yanmar 2 cylinder diesel. Lectrasan head. 3 anchors. RDF Dinghy. **\$22,500**

MERIT 25—1979



This boat has won just about every series around including the Trans Tahoe and Y.R.A. season championship. 14 sails, new spar and rigging and new L.P.U. paint. Excellent condition and ready to keep winning.

\$16,900

GULF 29 PILOTHOUSE



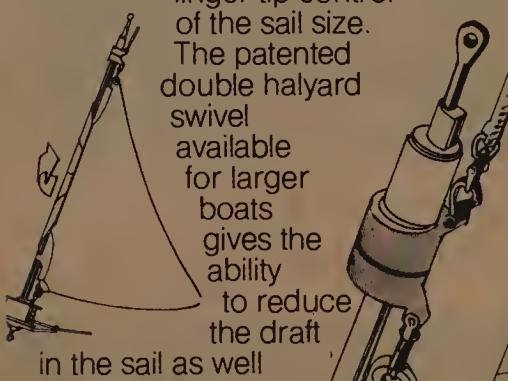
Classic Pilothouse cruiser with a modern underbody. Perfect choice for the yachtsman desiring the cruising comfort of inside steering. 6'2" headroom throughout. Diesel, VHF, Depth, knotmeter w/log, rollerfurling jib, pressure water, wheel and autopilot. Two boat family needs to sell.

ASKING \$35,750

PT. RICHMOND 415/236-2633

CREWS CONTROL

HOOD SEA FURL™



The patented double halyard swivel available for larger boats gives the ability to reduce the draft

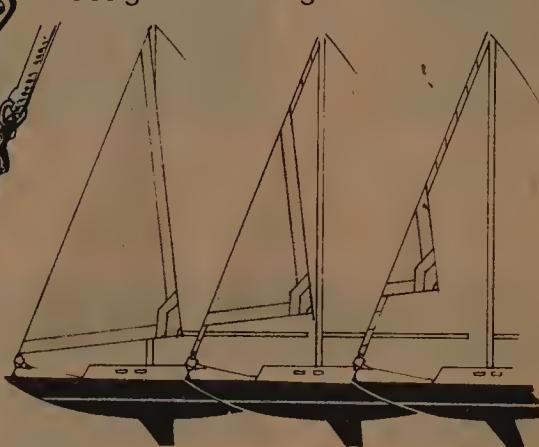
in the sail as well as reefing it.

Sea Furl gives you the power you need and control you want to make sail handling easier.

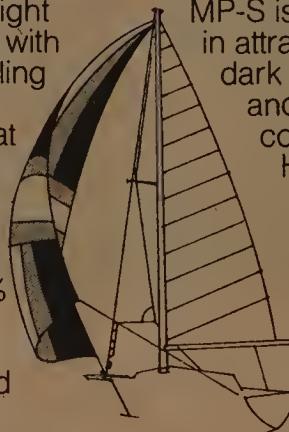
Patented reefing system
Double Halyard Swivel
on models 3250 & 4880

HOOD ROLLER FURLING GENOA

The Hood Roller Furling Genoa is designed specifically for System 3. To be used as anything from a genoa to a storm jib. Hood's design and strong construction



of this special genoa gives light air performance combined with convenience. This roller furling sail is constructed of Hood cloth, easy to furl fabrics that won't lose their structural properties over the years. The leech and foot panels which serve as your cover are made from Hood 100% Eclipse, a totally ultraviolet cloth that gives total protection from the sun and longer life to the sail.



HOOD MP-S™



The Hood MP-S (Multi-purpose Spinnaker) is a true cruising sail. An easily handled headsail computer designed for stability and efficiency. It's cruising made easy without complicated spinnaker gear. The Hood MP-S is constructed of Hood nylon cloth; tear resistant and tightly woven. It offers low porosity for efficient sailing without the use of fragile resins that make sails stiff and difficult to handle.

The System 3 MP-S is available in attractive dark blue, light blue and white pattern, and comes with the Hood Squeezer, a take down device that enables you to set or dowsse the MP-S in a neat tube that's easily packed in a bag for storage.

SYSTEM 3

The Integral System from Hood technology

each component developed and designed to work together for maximum performance and value.

- A Sea Furl and 2 Hood sails designed for one integral system that adapts to any boat 25' and up.
- 2 people can handle a boat easily, for more time on your boat.
- Gives maximum utilization of your boat for more cruising convenience with performance.



Forward us information about your boat and we will be happy to send you a System 3 quote especially for your boat.

Name.....

Address.....

City/State/Zip.....

Telephone.....

Type/Length of Boat.....

RETURN COUPON TO: HOOD SYSTEM 3
466 COLOMA STREET, SAUSALITO, CA 94965 (415) 332-4104

Boaters Supply

AUGUST
SALE

PRICES GOOD THRU 8/31/84

Sea Goin' POXY QUICK™

FAST SET 5-MINUTE EPOXY PUTTY

Bonds & repairs wet or dry wood, metal, fiberglass & most plastics underwater or at freezing temps. Packed in dual meter tube — there's no guesswork or waste — just squeeze, mix & fix! 3.75 oz List: \$4.45

INTRO
SPECIAL \$3.59



Forespar

MINI-GALLEY II



Compact, s/s gimballed single burner stove. Ideal for hot soup or coffee during watches on larger boats or as the main stove on smaller boats because it will cook in any weather. Includes: removable mntg brackets & alum. pot. Disposable fuel cartridge gives up to 4 hours of hot, clean heat without preheating or priming.

Stove — List: \$85.90

Fuel Cartridge — 4.05

SALE \$59.95
SALE \$2.95



Fore'n' Aft
BY SEAWAY

BOATING SANDAL

Ladies Navy Thongs with Slip-Knot® Non-Skid Sole and Heel. Sizes 4-10. List: \$23.95
Boater's: \$19.95



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(East on Whipple Exit, Hwy 101,
Opposite Peninsula Marina)
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AVON

WE'VE GOT THE BEST
SELECTION & PRICES ON
THE WORLD'S TOUGHEST
INFLATABLES!



ROVER 3.10

We stock AVON'S ever-popular RED-CREST, the best-selling ROVERS, LIFERAFTS and ACCESSORIES — come in and talk to our experienced sales staff today!

MODEL	SIZE	LIST	BOATER'S
Redcrest	9'3"	\$795.	\$659.00
Rover 2.80	9'	995.	\$829.00
Rover 3.10	10'	1195.	\$995.00
Rover 3.40	11'1"	1425.	\$1195.00
Rib Rover	10'	1675.	\$1475.00
Liferaft	6-man	2945.	\$2595.00

Forespar

TILLER EXTENDERS



SAVE 30% ON OUR ENTIRE STOCK
including the new OCEAN RACER & SWIVEL
STICK examples shown. The swivel stick's an
economical fixed extension for the small boat
sailor. The Ocean Racer's a "must" item for
any medium to large tiller-steered boat.

MODEL	LENGTH	LIST	SALE
SW-30	30"	\$19.30	\$13.50
OR-2	31"-41"	79.00	\$55.30

OPEN 7 DAYS* A WEEK

NEW HOURS:

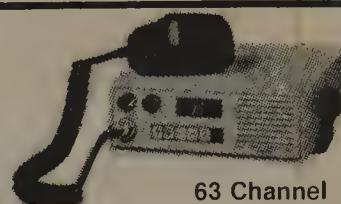
MON-FRI: 9-6

SAT 9-5 SUN 10-4

THURS* EVES 'TIL 8

TWO CONVENIENT LOCATIONS

RAY JEFFERSON



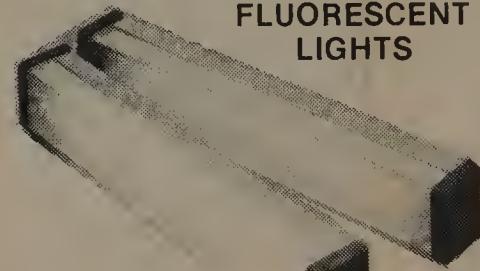
63 Channel
Scanning Marine Radio

SAVE OVER 50%!! on the smallest, fully synthesized, micro-processor controlled, auto-scan 25 watt VHF/FM radio on the water. Features: Chnl 16 priority; touch control function/chnl selection; bold LCD display; front-mtd speaker & detachable PTT mic. **Mdl 5100.**

List: \$499.95 SALE \$219.95
with 3 db sail antenna: \$246.90
with 6 db power antenna: \$253.30

aqua [®]
signal

FLUORESCENT
LIGHTS



Developed especially for boats using corrosion & interference-free components — these lights will not disturb radios, Lorans or other sensitive electronic gear — as noted in the April Sightings section. Slide switch built into acrylic lens is self-cleaning & automatically cuts power off during service or installation.

Brass or Stainless Steel Frame
List: \$31.00 SALE \$21.95



LIFE
JACKET
STORAGE
BAG

Holds 6 AKI adult jackets. Constructed of heavy vinyl with non-corrosive nylon zipper.

List: \$20.50 Sale \$13.95

BERKELEY
N
EMERYVILLE MARINA
POWELL
BEAUDRY
BAY BRIDGE
OAKLAND

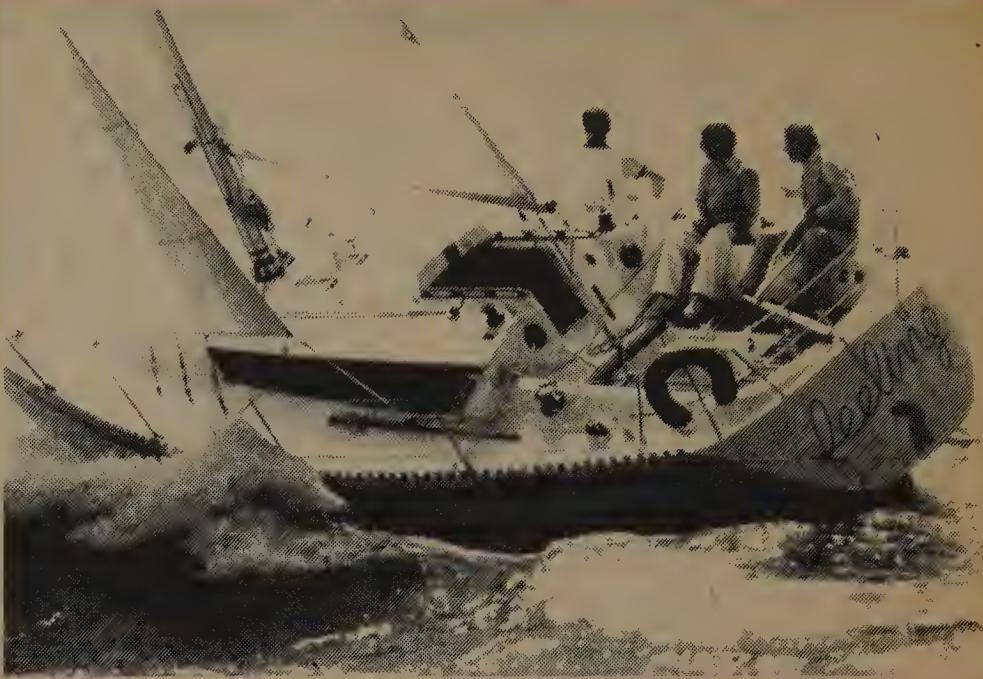
Elite

Yachts de France

SEE US AT UNSHOW, SEPT. 12-16

Cruising World Yachts is proud to represent this outstanding line of French made yachts. The *Elite* yachts feature the finest in European craftsmanship and a superb value at this time due to the exceptional exchange rate. All yachts come fully equipped with the industry's finest, plus four sails. Presently we are showing the fantastic 29', 32' & 37' models, but the line does include 45', 50', 64' and 80' models.

Come by today for more information on these beautiful French yachts.



Elite 64
\$398,000

Base East Coast Prices



Elite 45
\$149,900



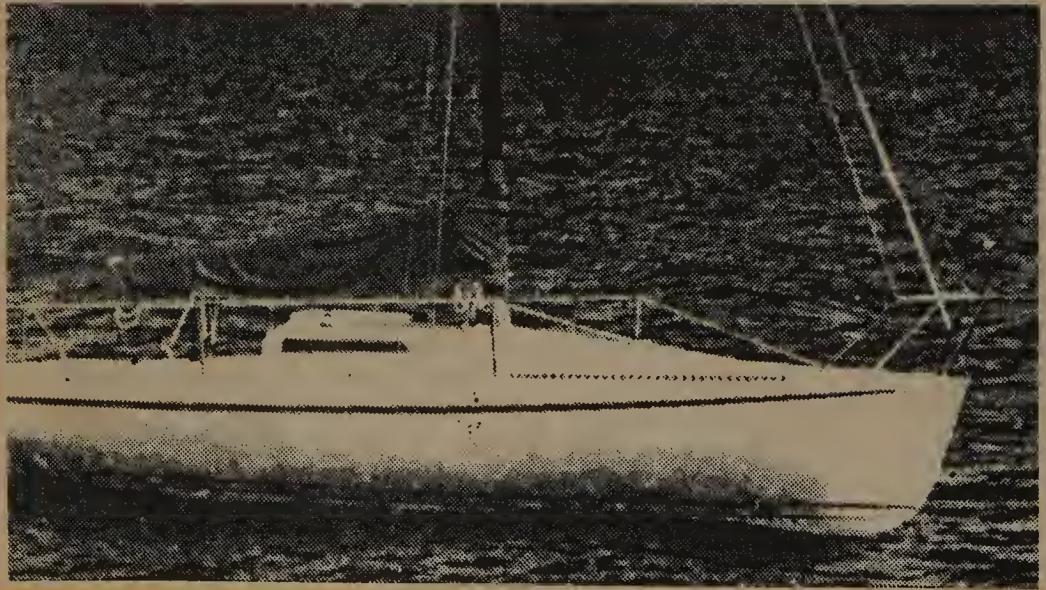
Elite 37
\$75,900



Elite 32
\$45,900



Elite 29: Winner of the 1983
World Half Ton Cup in Sweden.
\$39,900



MOORE 24

America's first production line ULDB was a *Moore 24*. Like any classic she stood the test of time. After ten years she still dominates every kind of winner's list. She can surf in excess of 20 knots or slide nimbly across the water pushed by a faint breeze. She handles superbly in all conditions and is continually cited by experts for excellence in design, performance and craftsmanship. Undoubtedly, the *Moore 24* is a classic.



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SAIL BROKERAGE LIST

20' Newport	\$5,200
20' Ranger	11,000
21' Wilderness	from 12,500
22' Bristol	7,950
23' Stone Horse Cutter	20,900
24' Farr 7.27	14,500
24' Moore	16,000
24' San Juan	16,500
25' Buccaneer	13,500
25' Bob Smith	15,500
25' Ericson Swing Keel	
	from 13,500
25' Vertue	24,500
25' Yamaha	24,500
25' Pacific Seacraft	from 27,500
25' Merit	21,000
25' Bahama	10,900
26' Mulf	22,900
26' Cheoy Lee Frisco Flyer	18,500
26' Columbia Mk II	11,000
27' Bristol	13,950
27' Santa Cruz	19,950
27' Nor-Sea	from 44,500
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27' Cheoy Lee Offshore	26,500
27' Vega	24,950
27' Morgan	25,000
27' U.S.	29,500
27' Ericson	17,500
28' H-2B	24,900
28' Islander	33,900
28' Peter Norlin Sloop	34,000
28' Alberg	35,900
28' Cape Ory	34,500
29' Farallon	40,000
30' Bristol	54,900
30' Buccaneer 295	35,500
30' Fisher Pilot House	
	reduced to 56,000
30' Islander	24,500
30' C S Hunt Sloop	47,000
30' Wilderness	anxious 47,900
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30' Hunter	31,500
30' Columbia	31,250
30' Pearson	offers
31' Pearson	48,000
31' Sea Eagle	54,000
31' Angleman Gaff Ketch	37,500
32' Pearson	59,950
32' Pearson Vanguard	29,500
32' DeFevere	32,000
32' Buccaneer	39,500
32' Bingham	49,950
32' Nantucket Clipper	39,500
32' Islander	54,000
32' Atkins Cutter	29,000
32' Westsail	from 55,000
32' Traveler	59,500
32' Marlah	trades 68,000
33' I.O.O.	22,500
33' Northwest	64,900
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34' Hans Christian	79,500
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41' Morgan 01	104,900
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24' Moore This quick little boat is ready for some competitive racing or weekend cruising. Top condition and sports 11 bags of sails plus trailer. Only \$16,950.



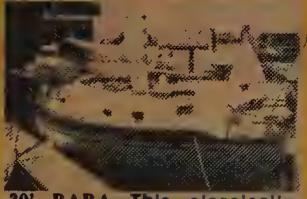
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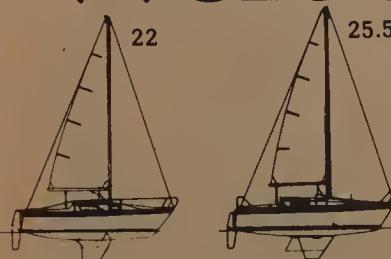
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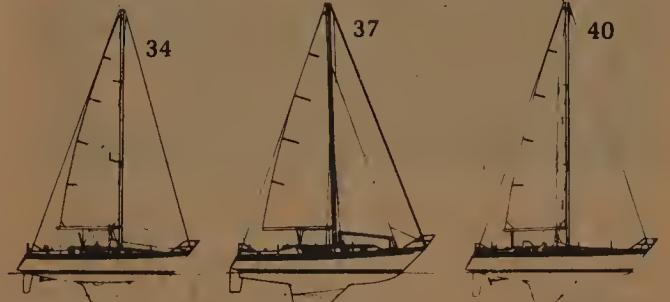
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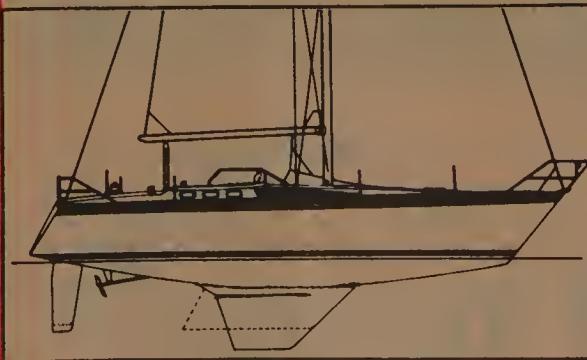
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55'	Fellows and Stewart ketch.....	195,000
55'	Mull Aluminum racer/cruiser.....	195,000
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54'	Gaff rigged galvanized schooner....	285,000
52'	Tarr racing sloop.....	255,000
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50'	Gullstar ketch.....	195,000
50'	Columbia . . . 2 available.....	Inquire
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48'	Swan	245,000
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44'	Cheoy Lee ketch.....	162,500
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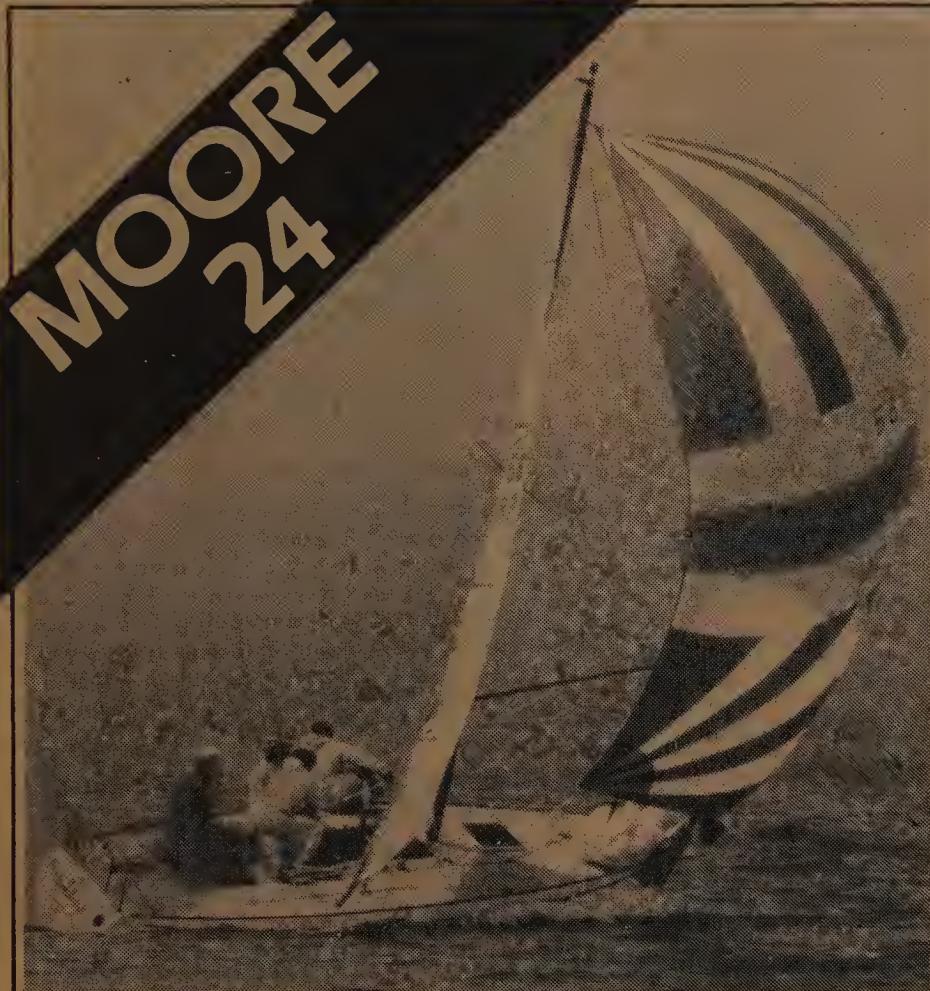
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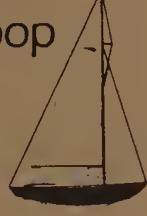
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Size	Manufacturer	Year	Price	Size	Manufacturer	Year	Price	Size	Manufacturer	Year	Price
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20'	Holder (like new)	1984	9,950	27'	Cal	1971	16,500	35'	Santana	1981	66,950
20'	Cal (new sails)	1964	4,995	27'	O. Day	1976	23,900	37'	Swan	1972	89,000
21'	Burns (reduced)		12,900	27'	Santa Cruz	2 from	15,000	38'	Farallone Clipper	1957	65,000
21'	Wilderness (reduced)	1978	9,950	28'	Maire	1982	28,500	41'	Freeport Islander	1980	125,000
24'	Cal 2-24	1969	7,000	30'	Chuck burns	1981	35,000	50'	Offshore	1972	185,000
24'	Moore (2 from)	1976	15,500	30'	Erickson (reduced)	1968	28,000				
24'	Columbia	1964	7,500	30'	Olson (2 from)	1982	27,500				
25'	Santana 525	1980	15,500/offer	31'	Cal 31 (reduced)	1980	49,000-				
25'	Catalina	1979		33'	Ranger	1977	46,500				
25'	Cal 2-25	1979	23,500	34'	Dash	1982	49,950	26'	Shamrock - turbo	1980	37,500
26'	Pearson Ariel (inboard)	1965	13,500	34'	Islander	1980	47,500	47'	Monk	1962	95,000

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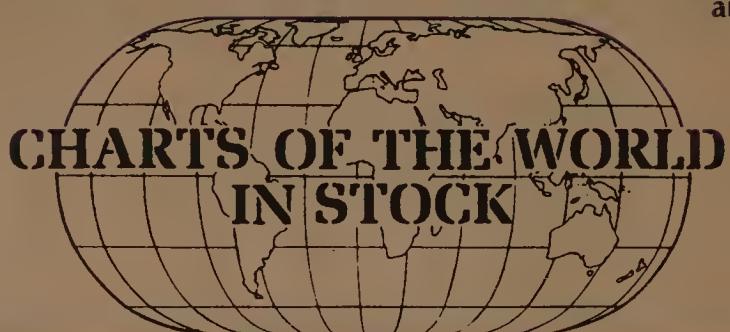
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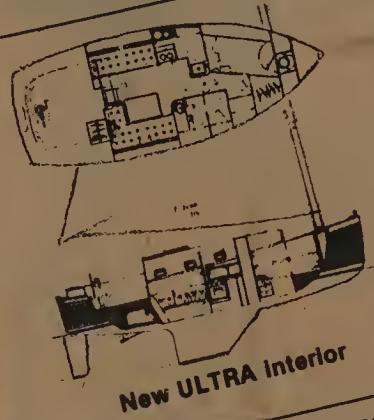
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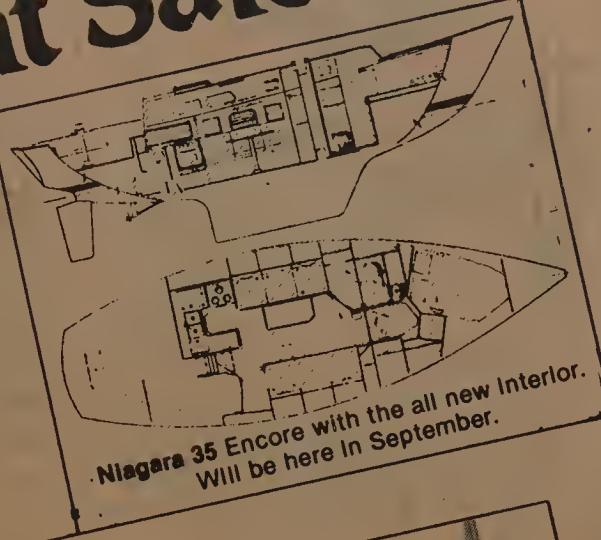
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1971 Bristol 24 Custom Interior. 4 sails. new \$23,500.	1975 Cal 2-29 Diesel, VHF, depth sounder, shower, CNG stove, roller furling, pedestal steering. Great sailing boat \$31,900.	1972 Ranger 29 Halon extinguisher, fath, VHF, large racing & cruising fleet, Gary Mull design \$29,000	1978 Ranger 33 knotmeter, fath, VHF, 5 winches, pedestal steering, water shower. Only 445 hrs. on engine \$44,875
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Model	LS2	LS4	SPD4FL	SE12
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EXPERIENCE THE THRILL OF
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C&B 28 ULDB ... 1982	24,500
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HAWKFARM 28 ... 1977	28,800
GULF 29 ... 1981	38,000
SANTANA 30 ... 1977	36,000
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COLUMBIA 30 ... 1973	31,250
PETERSON 31 ... 1977	45,000
OLSON 30 ... 1982	36,000
SANTANA 30/30 ... 1982	49,500
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NEWPORT 30III ... 1982	46,000
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HUNTER 30 ... 1978	34,900
SANTANA 35	68,000
J/36 ... 1981	Offers
ISLANDER TRADER 37 ... 1977	63,000
CAL CORINTHIAN ... 1979	95,000
IRRATIONAL ... 1980	140,000
OLSON 40 ... 1983	180,000
CHOATE 40 ... 1981	110,000
SCARLETT O'HARA	Inquire
SERENDIPITY 43	135,000
SWEDE 55	115,000
POWER:	
GRANDBANKS ... 1971	150,000

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	Record After 8 Races	Class	Overall
4.02.83	Schoonmaker-Stewart	1st	2nd
	Lightship Race		
4.16.83	Montara-Farallone Race	1st	1st
4.22.83	Richmond Y.C. Bay Race	1st	1st
5.07.83	Farallone Island Race	1st	3rd
5.14.83	Corinthian Y.C. Bay Race	1st	1st
	(Default)		
	Series Records		
5.83	Waterhouse Cup	1st	1st
	Championship		
3.84	Big Daddy Regatta	1st	1st
1984	Danforth Series	1st	1st
1984	Stone Cup	1st	
1984	S.F. Perpetual Challenge	Winner	



GRYPHON

sistership

J/36 — owner says sell
All offers considered



SANTANA 35
'Spitfire'



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The MOODY 41, an all new design and layout is a genuine, performance cruising yacht, easily handled by a family crew. She has elegant lines, sails exceptionally well and is more than suitable and already well-proven for long distance passage making in a comfortable fashion.

The privacy and comfort down below is assured with an incredible layout of three separate cabins, two heads and a spacious main salon with a navigation corner, complete with electronics and a U-shaped galley, fitted with a propane stove and instant hot water.

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The 41' is an ideal yacht for charter or live-aboard. She is available also with a centerboard option, for exploring

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23' Aquarius.....	10,000
23' Tanzer.....	Offers
24' J.....	16,000
25' Yamaha.....	21,500
25' Ericson.....	29,500
25' Custom 1/4 Ton.....	Repo
26' Frisco Flyer.....	17,500
26' Seafarer.....	20,000
26' Islander.....	24,000
26' Int'l Folkboat (f/g).....	22,000
27' Newport.....(2)	17,500
27' Santa Cruz.....	14,900
27' Catalina.....	21,000
27' Hunter.....	23,500
27' Sun Yacht.....	33,500
27' Santa Cruz.....	Offers
27' Cheoy Lee.....	24,445
28' Columbia 8.3.....	25,500
28' Cheoy Lee.....	32,000
28' Herreshoff.....	36,000
28' Islander.....	Several
29' Bristol.....	52,000
29' Pointin Racer.....	34,000
29' Ranger.....	Repo
29' Ericson.....	24,900
30' Tartan.....	34,900
30' Columbia.....	29,500
30' Irwin.....	40,000
30' Ericson.....	30,000
30' Lancer.....	35,555
30' Catalina.....(2)	35,000
30' Albin Ballad.....	39,000
30' Islander.....(3)	25,500
30' Spitsgättar.....	35,000
31' Mariah.....	61,500
32' Traveller cutter.....	61,900
32' Ericson.....(2)	28,000
32' Vanguard Pearson.....	35,000
32' Aries.....	43,000
32' Columbia Saber.....	10,000
33' Northwest.....	64,000
33' Hunter.....	46,500
34' Cal.....	34,500
34' Coronado.....	34,950
34' True North.....	62,000
34' Islander.....	53,000
35' Ericson.....(2)	34,000
35' Mariner.....	47,500
35' Fantasia.....	65,000
35' Cheoy Lee Ion.....	33,000
35' Cheoy Lee.....	65,000
36' Ericson.....	579,900
36' Moody ketch reduced 89,500	
36' Islander.....(2)	66,500
36' Ericson.....	79,900
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36' J/Boat.....reduced 106,000	
36' Islander Freeport.....89,500	
37' Gulfstar.....	125,000
37' Island Trader.....	63,000
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38' Flyström Motorsailer.....75,000	
38' Easterly.....	90,000
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40' Challenger.....	89,000
40' C&C.....	115,000
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41' Down Easter.....	79,000
41' Alden Pilothouse.....	85,000
41' Islander Freeport.....119,900	
41' Garden ketch.....	119,900
41' Morgan Out Island.....	127,000
41' CT.....	77,500
41' Cheoy Lee '80.....	89,500
42' Golden Wave.....	145,000
42' Excalibur.....	Offers
42' Westsail.....	126,000
43' Holcomb Schooner.....	69,500
43' Cheoy Lee M/S.....	159,500
44' LaFitte.....	217,000
44' Hardin.....	119,500
45' Explorer.....	122,000
45' Columbia MS.....	106,000
46' Garden ketch.....	125,000
47' Gulfstar.....	200,000
47' Cheoy Lee Offshore.....15,000	
47' Olympia.....	125,000
52' Cheoy Lee Offshore.....185,000	
52' Cheoy Lee M/S.....	279,000

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NEW MORGAN 36. Designed by Nelson/Marek. Morgan quality — a light, airy interior — the speed and sea-kindliness of a modern ocean racing thoroughbred. Make an offer on our demo boat. **Now \$76,000.**



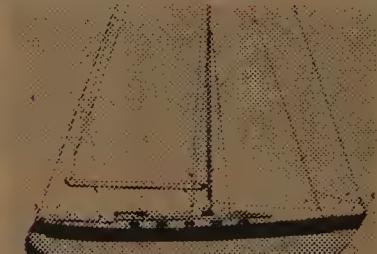
MORGAN 32. Fully commissioned. At Our Docks & Ready To Go! Fully page of factory options & our elect package w/ DataMarine & Horizon Maxi. Roomy racer/cruiser's Morgan quality throughout. A perfect boat for charter program. **Now \$63,000.**



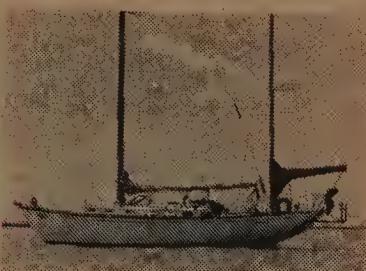
CHEOY LEE/PEDRICK 38. Here Now! High performance cruiser. External lead ballast, teak decks, Lewmar hatches, Barient winches, Kenyon spars, Horizon sails, Martex prop, CNG stove w/oven, Universal dsl, DataMarine & Horizon VHF. **\$98,000.**



ISLANDER FREEPORT 36. 1978. At Our Sates Dock. Loaded, Barient self-tailing, prop, stove, Perkins dsl, auto battery charger, full elect. Recently detailed. Very popular Bob Perry Design. Compare at \$110,000. **Try \$85,000/Offer.**



COAST 34 ★ Just Arrived! ★ Designer: Bruce Roberts. Roomy bluewater cruiser, w/ performance underbody at affordable price. Complete w/3 cyl dsl inb., prop, stove w/oven, Bomar hatches, self-tail'g winches, halyards led aft, sails, safety equip. **\$69,950.**



CHEOY LEE 47 OFFSHORE. Cruiser/liveaboard just returned from Hawaii. 8 hags of sails, windvane, refrig, full electronics, new varnish & upholstery. Asking **\$115,000/Offer.** Boat Trades, Real Estate Carry Paper.



FANTASIA 35. 1976. Liveaboard or cruise. Popular aft cabin center cockpit with cruising gear. Priced at **\$65,900.** Compare at \$75,000.

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23' Steel Trawler.....	22,000
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26' SeaRay cruiser.....	29,000
30' Trojan.....	38,000
30' Ocean Racer War Cry 75,000	
31' SeaRay Express.....	71,000
35' Roughwater.....	52,500
35' Cheoy-Lee Trawler.....	71,500
36' Stephens.....	25,000
37' Hunter.....	25,000
37' Albin.....	79,950
40' Cheoy Lee Trawler.....	150,000
41' Bell.....	132,500
44' Marine Trader.....	114,000
43' Egg Harbor.....	135,000
47' Monk.....	89,000
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GO TO HELL ALL OF YOU, IF YOU DON'T READ THIS CHALLENGE



and then more importantly accept this challenge now, not later because later never comes — I said later never comes, and you all know it!

Why else do you read Sail, Cruising World and our beloved Latitude 38 if you don't someday want to do something about it?

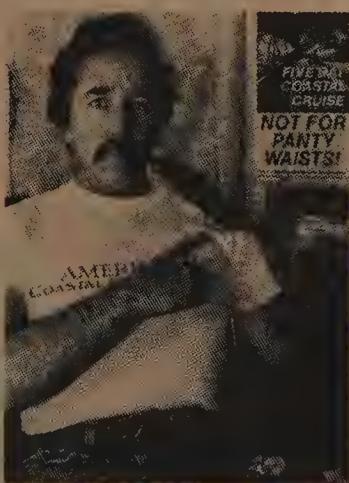
Lin and Larry Pardey say "go now;" Well, go now!!

My challenge - go cruising now! We'll give you until December 1st to get your affairs in order, and on December 1st in a 5 yacht cruising fleet of Hardin 45' ocean rigged ketches, we'll set sail for mainland Mexico. From four to six weeks out of your damn life, four to six weeks you'll never forget, from four to six weeks you can be proud of for a change!

You don't need \$750,000.00 worth of ocean rigged yachts - use ours! You don't have to be experienced, we are all Coast Guard Licensed!

I want, and I'm going to get: 30 serious sailors to cruise with us in our five ocean rigged yachts, with all of us leaving San Francisco at the same time, for arrival, after crossing the Sea of Cortez, to mainland Mexico before Christmas. Then spend two full weeks cruising additional Mexican waters.

How many of you are going to have this full page ad go right over your heads? Like you didn't even notice! Raise your hands! While these fools are raising their hands, the rest of you call (415) 332-6405 and get the balance of the information you'll need to make this event in your life happen, along with a what to bring list! So damn it what are you waiting for, one of your average excuses to take over? or don't you think you can cut it out there!

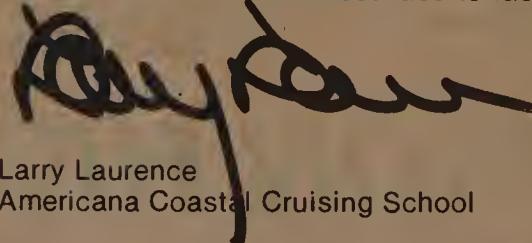


PANTY WAISTS NEED NOT APPLY!

It will take balls to pull this off; find out if you've got any? It'll take brain power; find out if you've got that as well!

My name is Larry Laurence, I'm the one who wrote this letter, *want to make something of it?*

No salutation until we meet face to face!



Larry Laurence
Americana Coastal Cruising School

(415) 332-6405

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COASTAL
CRUISING SCHOOL

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TO MEXICO DECEMBER FIRST.

CALENDAR

Non-Racing

August 4-5 — Come to the third annual China Camp Cleat Cruise, open to all boats that can safely and responsibly get to the rendezvous spot just north of San Rafael's McNears Beach. Not a race, but a gathering for outdoor play, barbecue dining and a raffle for the prestigious Perpetual Cleat Trophy. The winner gets to organize the next cruise! 331-2938.

August 6 — William Davoren will present "San Francisco Bay Dynamics", an ecological report on the Bay Area. Oceanic Society, Building C, Room 300, Fort Mason Center, San Francisco at 7 p.m. \$2 donation. 441-5790.

August 7-17 — Junior Sailing Program. Cass' Marina. For more information, call 332-6789.

August 11 — Corinthian Classic Yacht Race for wooden boats designed before 1952. The race will consist of a mostly off the wind course in the coastal waters between Channel Islands Harbor and Ventura Marina. Contact Dick McNish, (805) 985-1771 or the Pacific Corinthian YC, (805) 985-7292.

September 1 — Arrival of the tallship *Californian* in Sacramento. For more information, contact the Nautical Heritage Museum, 24532 Del Prado, Dana Point, California 92690, and see the "Sightings" item in this issue.

September 7 — WRA barbecue and general meeting will take place at the Metropolitan YC in Jack London Square. Dinner 6:30 to 8 p.m. Meeting 8 p.m. For more information, contact Glenda at 454-6327.

September 7-9 — Port Townsend's 8th Annual Wooden Boat Festival. This year's event honors Northwest designer George Caulkins. Also featured are special tours, workshops, demonstrations, films and over 150 boats on display. The Wooden Boat Foundation, 637 Water St., Port Townsend, WA 98368. (206) 385-3628.

September 10 — California Water Update. A panel of experts will present recent developments in California's controversial water management issues. Oceanic Society, Building C, Room 300, Fort Mason Center, San Francisco, 7 p.m. Donation. \$2. 441-5970.

September 12-16 — Bay Area Boat Show at the San Leandro Marina, featuring boats, accessories and all the trimmings. Special Aussie 18 regatta and first-time showing of the Mair 30. Also on hand will be experts in financing and insurance. Carol Ramey, (415) 436-4664.

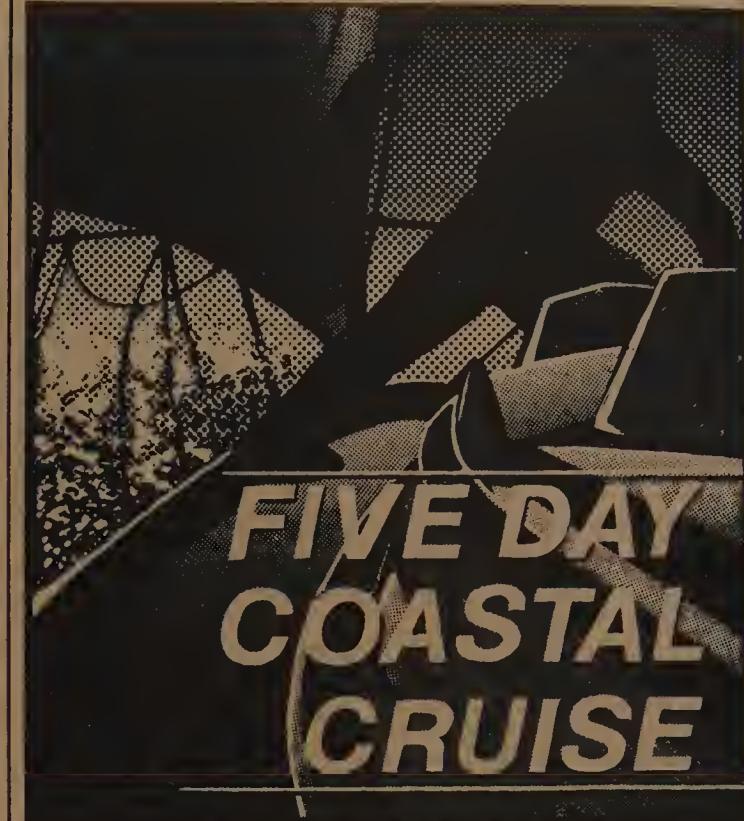
September 12-16 — Come to the "Un-Show" at Alameda's Mariner Square and see over 70 new sailboats from the world's leading manufacturers. Also music, refreshments and a miniature 12 Meter "Un-Regatta". Not to be "un"derestimated. (415) 523-3995.

September 14-30 — Southern California In-The-Water Boat Shows at Lido Marina Village, Newport Beach. Included on the agenda are the Wooden Boat Festival, September 14-16; Used Boat Show, September 20-23; and the Lido Power and Sailboat Show, September 26-30. For more information contact Lark ter Haar, (714) 673-9360.

September 15-16 — The 3rd Annual Perry Design Rendezvous will be held at Port Blakely, Washington. All owners, family, friends (and tag-alongs) of Robert Perry-designed boats are invited to attend. Enjoy a weekend of fun, prizes and wine tasting. Contact Andy Peters, 6400 Seaview Ave. N.W., Seattle, WA 98107 or (206) 789-7090.

September 22-23 — Picnic and sail with the Santana 525 fleet at the Vallejo Marina. Also on the agenda are plans to get the fleet together for next year's racing schedule. Shelley Geyer, (415) 533-1581 (w) or (415) 753-3780.

September 27 — Latitude 38 Cruising Kick-Off Party. Sausalito Cruising Club, 6 to 9:30 p.m. Free guacamole. Come and meet the people you'll meet in Mexico.



NOT FOR PANTY WAISTS!

This is a learning experience for serious sailors who someday want to cruise, and want to find out what it's like NOW!

Aboard the 45' ketch rigged yachts *Americana* and *Adventure* you'll learn coastal navigation by hands-on use of Radar, Loran, ADF, VHF, Celestial and all other aids for safe coastal navigation.

All cruises include:

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- Provisions
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for Brochure, Sailing Schedule, and What-to-Bring List

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"THE PERFORMER"

The TWO-IN-ONE Bottom Paint

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Compare our toxicity levels with those of our competitors' vinyl bottom paints.

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These time-released toxicants represent state-of-the-art technology to give your boat long lasting protection.

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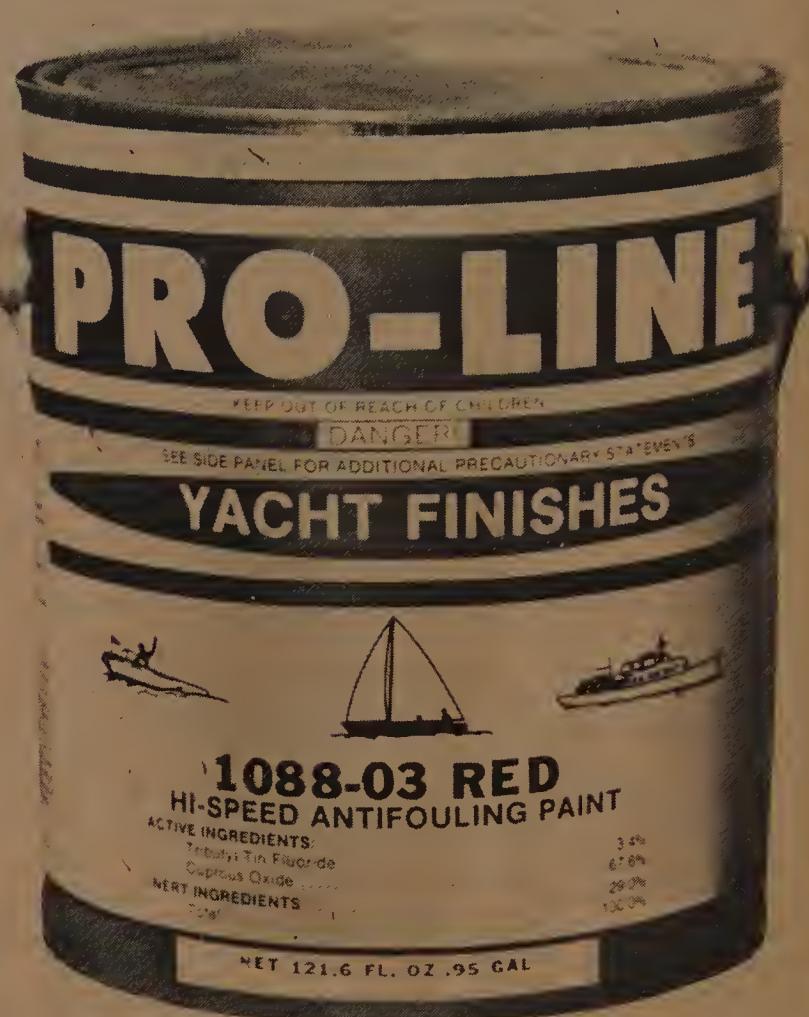
23 Months

Ed Specht

Ballena Bay

"SOJOURNER"

38 Months



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Ask for your FREE "Bottom Coating Guide"

CALENDAR

September 28-29 — The Sailing Film Festival at the Palace of Fine Arts will feature, among other films, the *Aussie Assault*, the Australian version of the 1983 America's Cup debacle. Contact Michele at 922-6055.

October 27 — Annual Pacific Marine Supply's Cruisers Kick-Off Party for all boats going cruising. This is the big, original one with all munchies and drinks furnished by PMS with no obligations. It all starts at 5 p.m. at the PMS store, 2804 Canon Street, San Diego. If you need to know how to get there, call (619) 223-7194.

December 28-January 5 — International Boat Show at the Moscone Center, San Francisco. (415) 436-4664.

Racing

August 3 — Twelfth annual Santa Barbara to King Harbor race, an 81-miler that draws 160 boats. Dave Wyman, (805) 968-1580.

August 6-10 — Moore 24 Nationals at the San Francisco YC. Put the pedal to the metal with a classic ULDB. Gail Kinstler, 349-7853.

August 13-15 — Fireball North Americans at Richmond YC, a warm up for the world championships. Vickie Gilmour, (415) 236-8098.

August 13-21 — World Youth Sailing Championship at the San Diego YC, to be sailed in Laser and Laser II dinghies. (619) 222-1103.

August 17-24 — Fireball world championships on the Berkeley Circle for prequalified skippers and crews from around the globe. Lynn Huntley, (415) 234-5322.

August 18-19 — Run for the Gold regatta at Scotts Flat Lake near Nevada City. For everything from sailboards to swing keels. Ray Woods, (916) 272-5484.

August 18-19 — Holder 14 Nationals at Lake Folsom near Sacramento. (619) 758-9100 or (916) 338-3172.

August 18-19 — Catalina 38 Nationals at Long Beach YC with racing outside the Long Beach breakwater. John Gobbell, Box 2892, Seal Beach 90740.

August 19-25 — Shields Class National Championships at the Monterey Peninsula YC. A six-race series for 13 regional qualifiers. A classic yacht in a classy locale. Lyn Hayes (408) 633-3105.

August 20-24 — Laser and Laser II Pacific Coast Championships at Santa Cruz YC. A ten race series. Dave Wahle, (408) 476-5629.

August 27-31 — Santa Cruz 50 Nationals at the Santa Cruz YC, followed by a race to King Harbor on September 4. Jack Otis, (408) 475-9627.

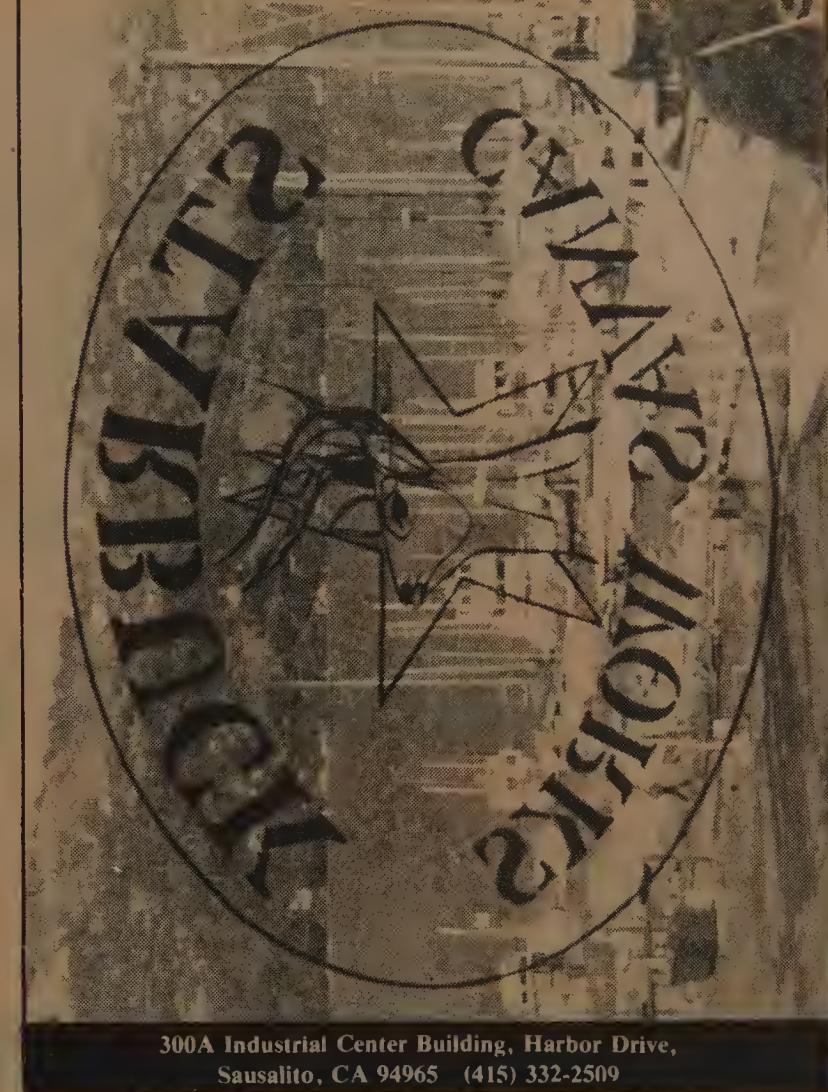
August 28 — "Long Pac" race for singlehanders — an exercise in going out to a specific longitude and getting back to San Francisco before anyone else. (415) 326-6741.

August 31-September 2 — The first Worth Brown regatta for IOR yachts, including the Windjammers long distance race and two around the buoys contests off Santa Cruz. Go south for some keelboat racing. Georges McCormick, 476-0220, ext. 1337.

September 1-3 — Master Mariners host their annual Bay to Benicia race and cruise. The race is from Southampton to Benicia on Saturday, followed by two days and nights of fun, food and frolic at the new Benicia Marina. Call John Walters at (707) 745-3388 for more information.

September 1-3 — Tri-Point Ocean Race from Ventura to Point Dume and Anacapa Island. For spinnaker and non-spinnaker sailors. Also parties, treasure hunts and a visit to the Channel Islands. (805) 529-4596 (days) or (805) 644-6672 (weekends).

September 3 — Start of the Sardinia Cup, Aga Khan's version of Grand Prix racing on the Mediterranean. *Secret Love* will be there to uphold California's honor.



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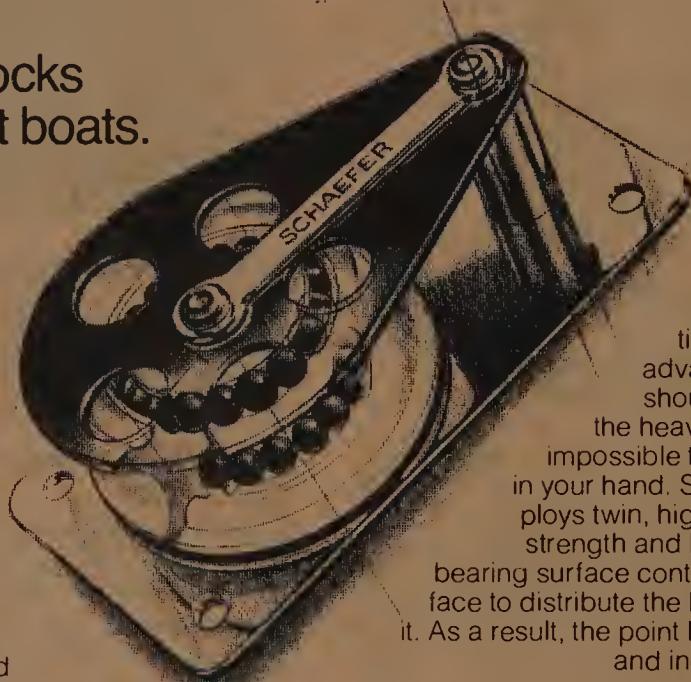
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CALENDAR

September 6-9 — Olson 40 Nationals with course racing on San Francisco Bay, an ocean race to Santa Cruz and more buoy racing there. Call Paula at 232-7337.

September 14 — A little evening racing on the Bay, with a start in Sausalito and one leg down the City Front. Practice your night sailing and enjoy the view! Call the Sausalito Cruising Club hotline at 332-9349.

September 15-16 — Encinal YC/WRA Race weekend. The first two races of the 1984 fall series. Contact Jeri Schaff at 631-0323.

September 30-October 5 — Women's racing clinic on San Francisco Bay, sponsored by the U.S. Yacht Racing Union and J/World. A choice of racing or sailing programs will be offered. Cost is \$375 for the week. Contact Jeff Johnstone, J/World, Box 1500, Newport, RI 02840 or call the USYRU at (401) 849-5200.

October 20 — Snipe class reunion with low key racing and high spirited reminiscing. Alan and Ann Clarke, (415) 388-9230.

November 10 — Los Angeles YC's 13th running of the L.A. to Mazatlan race. This race is by invitation only and certain rating limitations apply. To obtain a request for invitation, contact Elliott Cutting, 1157 Parkview Avenue, Pasadena, CA 91103.

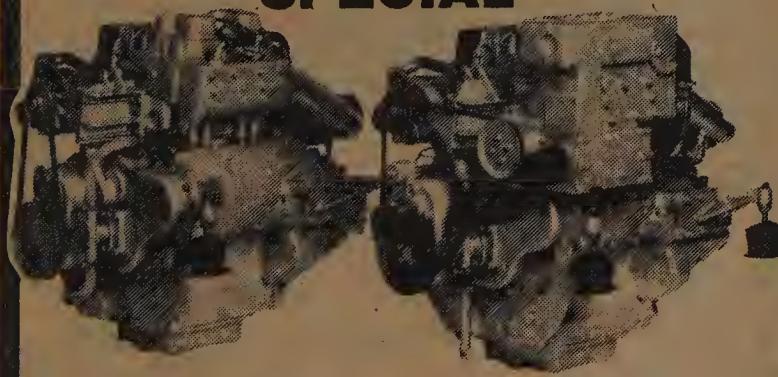
Summer Series — Sausalito YC: 8/14, 8/28, 9/11, 9/25; (415) 332-1020. Golden Gate YC: 8/10, 8/24, 9/7; (415) 993-6634. Corinthian YC: 8/3, 8/10, 8/17, 8/24, 8/31, 9/7; (415) 435-4771. Sausalito Cruising Club: 8/3; (415) 332-9349.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!



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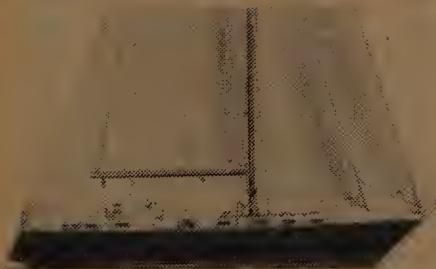


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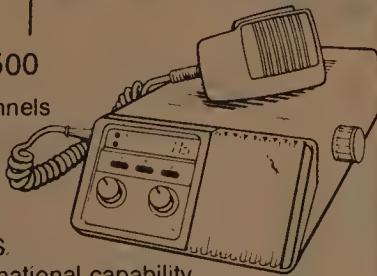
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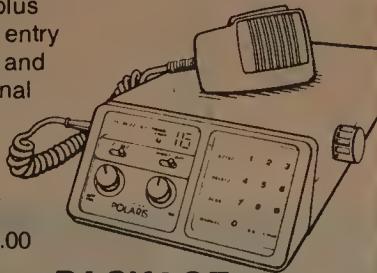
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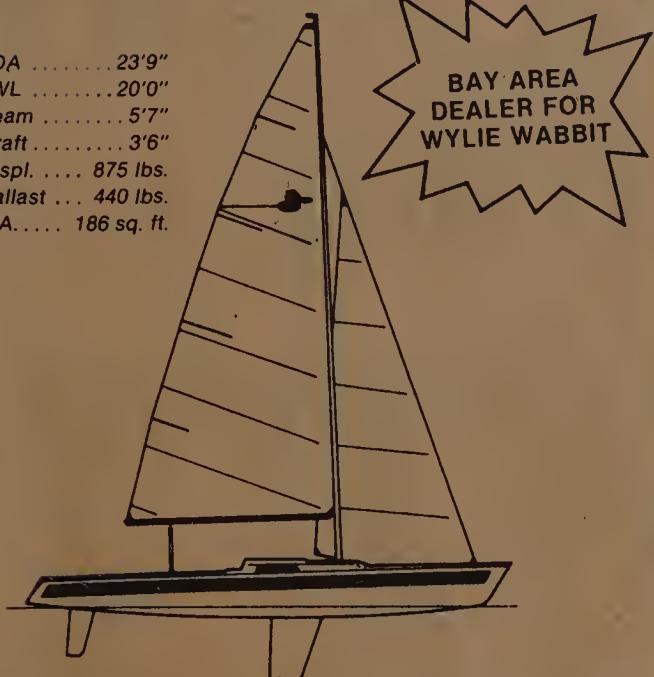
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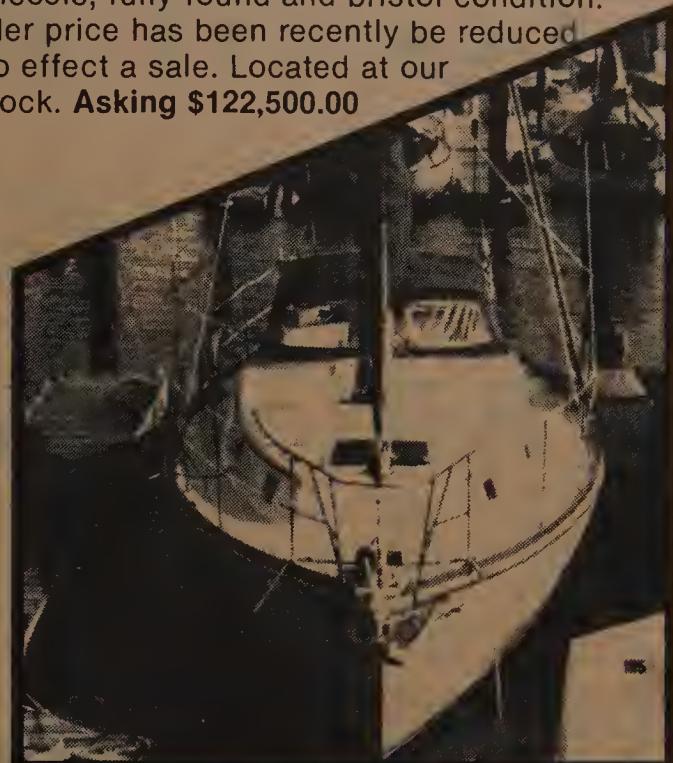
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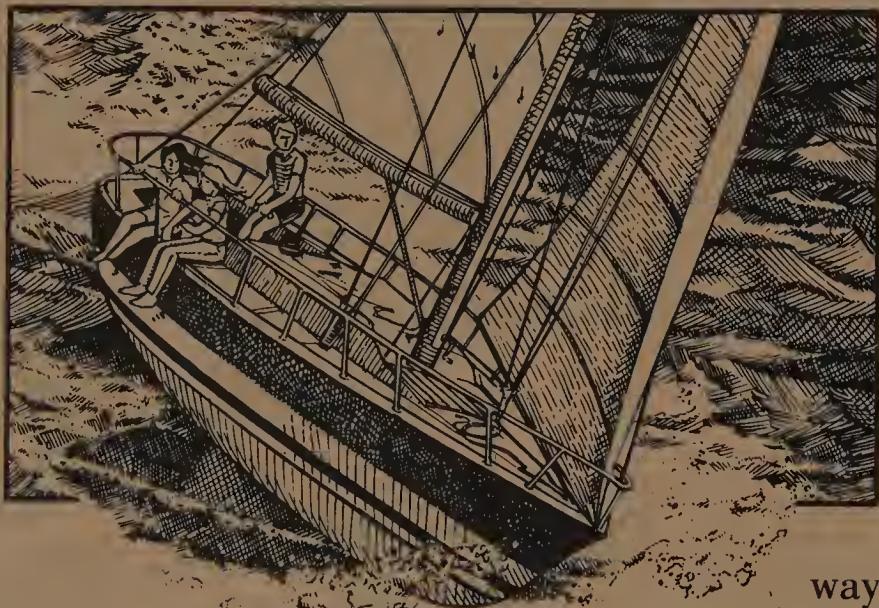
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44' 1978 Peterson Cutter Diesel	69,500
43' 1976 Westsail Ketch Diesel	145,000
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41' 1980 Islander Freeport Ketch Dsl	130,000
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38' 1978 Downeast Ketch Diesel	74,000
38' 1976 C & C Sloop I/B Gas	59,500
37' 1977 Island Trader Ketch Dsl	63,000
38' 1959 Lepworth Sloop Diesel	39,500
38' 1978 Islander Sloop Diesel	66,500
36' 1980 Hunter Sloop Diesel	61,500
35' 1981 Santana Sloop Diesel	Offers
35' 1974 Coronado Sloop Diesel	49,900
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32' 1976 Westsail Sloop Diesel	57,000

32' 1974 Ericson Sloop Atomic	32,000
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30' 1969 Alburg Pearson Sloop Gas	25,000
30' 1978 Albin Ballad Sloop Diesel	33,000
29' 1973 Cal Sloop I/B	29,000
28' 1977 Lancer W/Trailer Sloop 7.5 OB	17,500
28' 1967 Columbia Sloop Gas	23,000
27' DuFour Sloop Diesel	25,900
27' 1975 Outour Sloop dsl	29,000
27' 1980 Catalina Sloop Gas IB	24,000
27' 1978 Cal 2-27 sloop gas	27,000
27' 1978 Balboa Sloop	Offers
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26' 1979 San Juan Sloop 6hp	16,000
26' 1975 Pearson Sloop 15hp OB	13,500
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26' 1969 Columbia Sloop OB	10,500
26' 1975 American Sloop OB	7,900
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25' 1968 English Built Sloop dsl	20,000
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LETTERS

□ IMPROVED WINCH HANDLE KARMA

Well, I'm at another airport, reading *Latitude 38* and writing more dribble. It's been hot and sticky in New York, and this Wednesday evening (6/13/84) a wild thunderstorm is zipping across the Big Apple. We are the 40th of 60 commercial airliners at LaGuardia in line, on the runway, burning up fuel, running out of ice, booze and patience, waiting for conditions to clear for take-off.

About the winch handle. One, particularly the last one, overboard is indeed a sinking feeling, but as long as there is one more onboard, it's easy to forget to pick up the needed replacements. There is a device available that works well as a substitute but not so well that you'll forget to buy the real thing. It's an adapter of investment cast stainless steel that adapts a 3/8" drive ratchet wrench from your tool box to a standard winch drive; which, incidentally, is octagonal, not hexagonal (like a standard bolt or nut). An eight-point or four-point drive will work; a hex, or six-point will not. When used with a two speed winch, a ratchet drive allows one to "pump" from the most mechanically advantageous position, but this convenience will not deter you from buying replacement handles of the real kind.. I bought my adapter from E & B Marine in Perth Amboy, New Jersey, for about \$6.

Thursday, after spending over four hours waiting for take-off from New York, I spoke with Lanny Kramer, who is a cruiser living aboard his Pacific Seacraft 31 at Freeport, New York. He said Wednesday evening the sky darkened, the wind blew 65 knots, and within half an hour the place was chaos with boats and docks adrift and several capsizings. Shades of San Francisco Bay, December 1983. Even the Big Apple is not always rosy.

Bob Hull
San Leandro

Bob — We bought an adaptor such as you described. Dropped it overboard, too.

□ BEFORE I GO

I have enjoyed my 3½ year stay in the Bay Area immensely. Much of that thanks goes to whoever is responsible for the ideal sailing weather in the Bay, for the folks at *Latitude 38* that put together one of the best publications I've ever had the pleasure of reading, and (a plug) for the wonderful sailing club . . . Olympic Circle. I thank Anthony Sandberg, Rich, and Peter for the opportunity to sail the Bay.

Lynne McNulty
Hayward

□ THE HAMBONE'S CONNECTED TO THE THIGH BONE . .

I hope I'm not churlish to point out an error in your very flattering article about me. There may, in fact, be others. I'm hardly the one to judge. But the one to which I refer is towards the end. Your statement referring to the repositioning of a tube in my patient should have read "trachea" instead of esophagus, a small but important anatomical difference. Were the latter correct, my colleagues in the legal profession would be anticipating a field day.

Dennis Surtees, M.D.
Los Altos

Dennis — Sorry about the biological boo-boo. Internal organs were never as much fun for us as external ones. We are, however, very well aware that small anatomical differences can make a big difference.

□ DUMB MOVE

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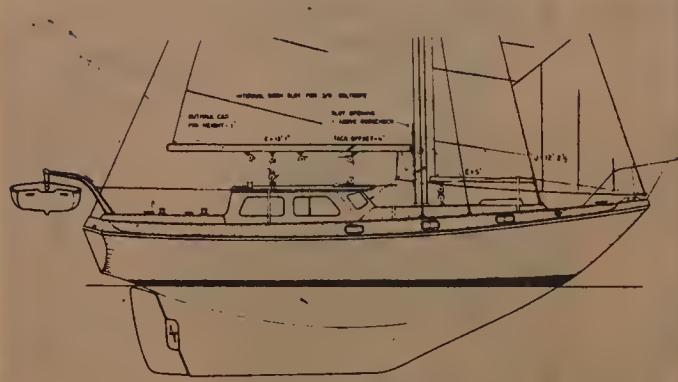
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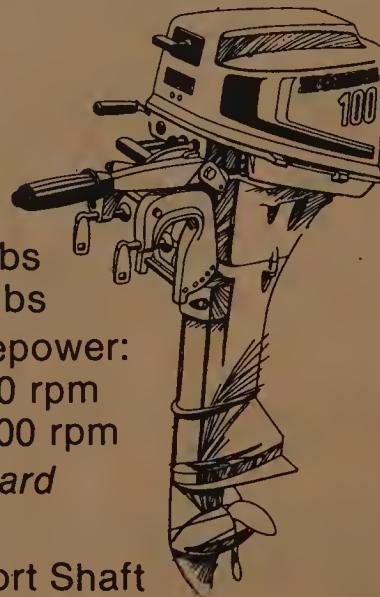
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LETTERS

The Editor's response to a letter from Todd E. Lee, DDS, was damn near as irresponsible as being stoned or drunk and spacing out on port tack. 'Ducking' a guy on port tack is only safe if you know that the guy is not going to bear off. If you assume that your starboard tack will not be respected, you will probably be sunk by a knowledgeable skipper when you illegally change course.

We have experienced many 'weird' incidents in the last few years and as a matter of fact, several times have almost collided with boats whose owners, assuming that I did not know my rules, changed course. I truly believe that in the case of your response to Dr. Lee's letter, you let your 'cutesiness' get in the way of an intelligent and progressive answer, and you also made it apparent that you were not raised in a sailing atmosphere. You skirted his point.

P.S. The basis of our letter is that you answered a serious letter in a smart ass manner.

Bud and Mimi DeLauer
Sonoma

Bud and Mimi — We weren't trying to be cute — but then we weren't expressing ourselves very clearly, either. What we had hoped to convey was a sincere belief that on the crowded Bay it is often wiser to duck a port/starboard situation — meaning bearing off so far in advance that a close crossing situation never has the opportunity to develop — than it is to force the issue and frequently become anxious that you'll be broadsided by some careless or ignorant sailor. Obviously you don't have to "sail defensively", but in the long run it might be more pleasurable.

And we do thank you for calling attention to our glaring error; closely ducking a boat on port would do nothing but lead to chaos and collisions.

□ I'M AFRAID

Hearty congratulations go to John Kretschmer and Bill Oswald for their gallant attempt at equalling the clipper ship's time from New York to San Francisco. Their time in "doubling" the Horn was truly amazing. But I'm afraid I have to dispute their claim of being the "smallest boat to double the Horn".

Up until 1976, according to my sources, there had been eight roundings of the Horn in sailboats smaller than the Contessa 32; plus one incredible rounding by a folding canoe. More about that later. Out of the eight let's just speak about the east to west-about roundings similar to that of Gigi.

The distinction of "Smallest Around from East to West" goes to Kenichi Hori, a Japanese seaman, who rounded on January 5, 1974, on *Mermaid III*, a 28'10" LOA Bermudan sloop. Interestingly enough, another Japanese, Hiroshi Aoki sailed an even smaller boat, a 20'9" Bermudan yawl named *Ahodori* around from west to east. Another west-about rounding was Sundowner, on January 17, 1969, sailed by Englishman Tom Harrison. A remarkable rounding was also made by Marcel Bardiaux, a Frenchman in *Les 4 Vents*, a 30'8" Bermuda sloop. He survived two 360-degree capsizes in a matter of minutes right before his actual rounding of Cape Stiff on May 12, 1952. Probably the most interesting "smallest" rounding however was not a sailboat, but a folding canoe!! Bill Watson, an Englishman, approached the Horn from Diego Ramirez Islands, then instead of rounding the Cape, he altered course and passed north of Horn Island anchoring *Freedom*, his self-built 34' cutter in a cove about a mile from the 1,391-ft peak known as Cape Horn. From there he paddled a small folding canoe right around the Cape and back to *Freedom*. Talk about "Mad Dogs and Englishmen", this guy actually had a swim in the icy waters during the trip.

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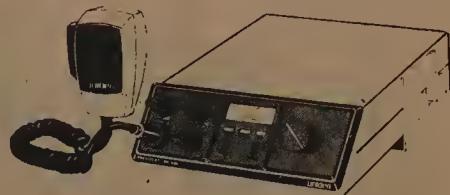
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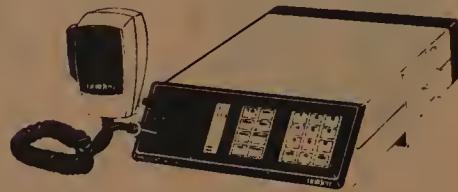
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LETTERS

There must have been other unrecorded boats of equal or shorter length to the Gigi since 1976, perhaps even a few Americans; yet no matter. All have that supreme distinction of being able to say, "I've rounded Cape Stiff". That's enough to rouse the envy of most every small boat sailor. As Vito Dumas asked, "Lives there a sailor who would not have rather made a Cape Horn passage in his own small vessel than any other voyage in the world?" I know it's one of my fantasies.

Again, I congratulate both John and Bill for their rounding of the most notorious cape in the world. They must be very proud of themselves. And if they were not the "smallest" around, they may well be the smallest American vessel to conquer the Horn.

P.S. Anyone for a game of Trivial Pursuit?

Malcolm Bartley
Santa Cruz

□ NO PROBLEM

During my last visit to San Francisco in May, I picked up the May 1984 issue of *Latitude 38*. During my visits to California I generally make a point to pick up your publication, especially in view of the varied articles and interesting correspondence. My purpose in writing at this time is to ask for a copy of "the problem". The solution to the "mystery rectangle" was on page 39 in the *Letters* section. However, I would be interested in the original formulation of the problem.

Ronald J. Kallen, M.D.
Cleveland Heights, Ohio

Ronald — The original formulation was thus:



Mystery rectangle.

□ ON THE RADIO

I've owned a VHF (Standard Horizon LTD) for nearly five years and it has never failed. None of my boating friends seem to have had problems with theirs, either. Why then, on busy weekends when the Coast Guard is inundated with distress calls, do so many skippers require a "radio check"?

Perhaps all these folks should purchase CB's, join a lonely skippers club and leave Channel 16 for its true purpose: calling and emergencies. It's hard enough to get a word in edgewise on a balmy August Sunday. Why does the Coast Guard so politely accommodate these lonely hearts?

Tom Correll
San Francisco

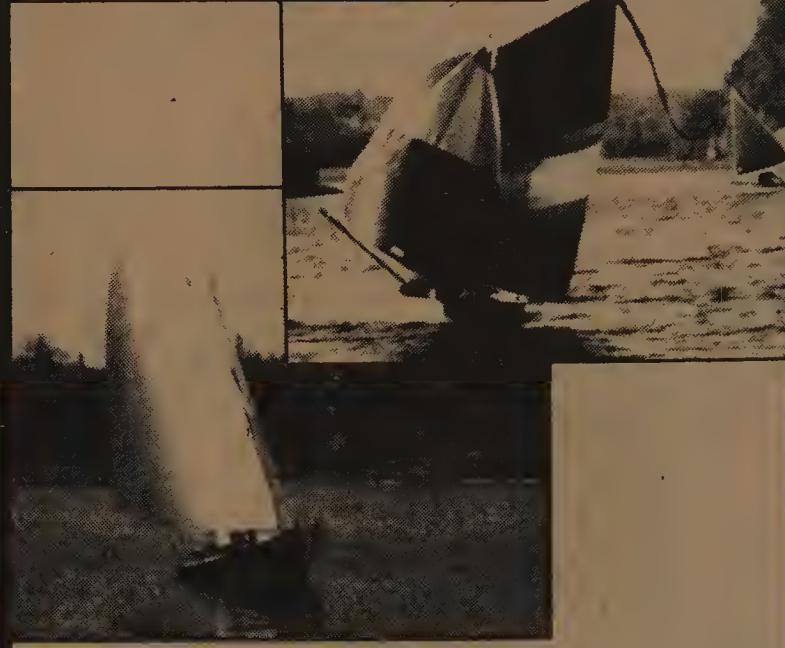
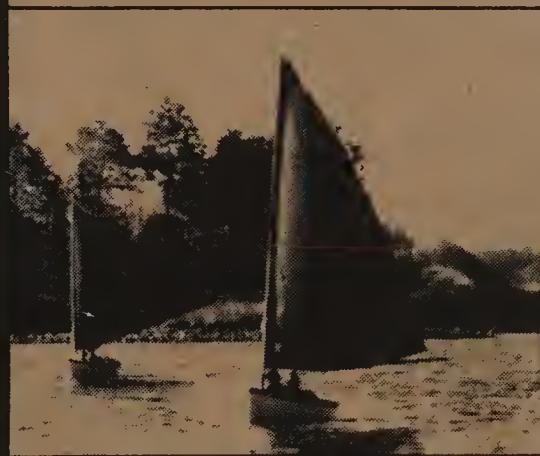
Tom — The Coast Guard does not want to "politely accommodate" these people. Recently they got the FCC to propose the prohibition of radio checks with the Coast Guard on Channel 16. Comments on that proposal had to be in by July 16, so hopefully there'll be a decision on it in the near future. If the Coast Guard has its way, 16 will be reserved for distress and safety calls, establishing contact with other boats, and nothing else.

□ COOL IT, WILL YA!

I was delighted to read about Casimir Harris in *Changes*. Reading his letter and then the editor's response sort of got my hackles up, though, I felt the editor was a bit condescending and put Cas down for not knowing the difference between a shakedown and a

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LETTERS

watermelon.

Maybe you ought to know that Cas and his wife Gertrude built *Mollyhawk* after he retired, and I would guess Cas was sailing before the editor quit Gerbers. They've lived aboard and sailed *Mollyhawk* regularly for more than a year.

Finally, Cas isn't the type of person to bellyache. He was just commenting on the gear, not complaining.

Sixteen days? Fantastic!

Bill Pool
Pete's Harbor
Redwood City

Bill — You're correct, our response did sound condescending, and we apologize to Casimir and thank you for keeping us honest.

Our purpose is noble, however. We don't want people who are rather new to sailing to take off for Mexico or Hawaii without having shaken their boats down. It's far better that they discover SatNav, ham, vane, and stove problems on a short trip to Drakes Bay than halfway across the Pacific.

□ MARITIME ATTACKS

You probably received a lot of input on the yachties being scragged at Turtle Bay in Baja. Recently *The Wall Street Journal* had an article on piracy. It may fill in some of the interstices . . .

C.
San Rafael

The accompanying June 7 Journal article reported that acts of piracy against large commercial vessels were up to as many as 400 cases a year. The primary areas of pirate activity are West Africa and the Far East. In West Africa the gangs are large, well-organized, and may use mother ships while working in consort with certain government officials. In the Far East the gangs are much smaller and operate independently. Piracy, however, is by no means confined to just these two regions.

The problem has become so widespread and serious that the U.S. Navy has formed a pirate-fighting unit for the first time in 200 years. Nonetheless, commercial vessels, like pleasure boats, apparently have to fend for themselves; there is simply not enough time in a pirate attack for help to arrive.

The Russians, however, in their inimitable bloodthirsty fashion, seemed to have stumbled onto a solution. Two years ago the crew of one of their vessels captured a group of Nigerian pirates. Instead of turning them over for trial, the Russians took them 15 miles out to sea and either shot them or let them try and swim to shore. Eventually a number of bullet-riddled bodies washed on the beach, and one pirate actually survived. A lot of folks will tell you that capital punishment doesn't work, but you'd have a hard time convincing the Russians. In the two years since that incident, their vessels have had only suffered one incident of piracy.

□ NOT ALWAYS EYE TO EYE

For as many years as I can remember, I have enjoyed your fine magazine. I have read almost all issues cover to cover. Lots of times I wouldn't see eye to eye with you, but most of the time I thought you to be right. What seems to be special with you folks is you talk our language. I mean you're right down here with us, not in some ivory tower judging from above someplace. You have a wonderful way of making fun of foolish things and then turning around and being very serious when the subject calls for it.

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27'	Catalina	1978	19,500
27'	Cape Dory	1979	37,500
27'	Ericson	1971	23,000
28'	San Juan	1978	26,950
29'	Competition 1000	1973	32,000
29'	Trintella	1967	30,000
29'	Columbia	1966	21,500
29'	Ericson	1976	27,000
29'	Cascade	1967	35,000
30'	O'Day	1979	39,500
30'	Islander	1980	39,900
30'	Catalina	1979	37,000
30'	Cal 9.2	1981	47,895
30'	Coronado	1971	23,950
31'	Contest	1973	54,000
31'	Pacific Seacraft	1977	68,000
32'	Dreadnaught	1980	87,000
33'	Ranger	1976	45,500
34'	Aloha 10.4	1983	87,600
34'	Peterson	1980	69,950
36'	Islander	1973	55,000
36'	Islander	1978	74,000
36'	Bristol sloop	1979	59,900
37'	Fisher motorsailer	1978	125,000
37'	O'Day	1979	75,000
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45'	New Zealand ketch	1974	135,000
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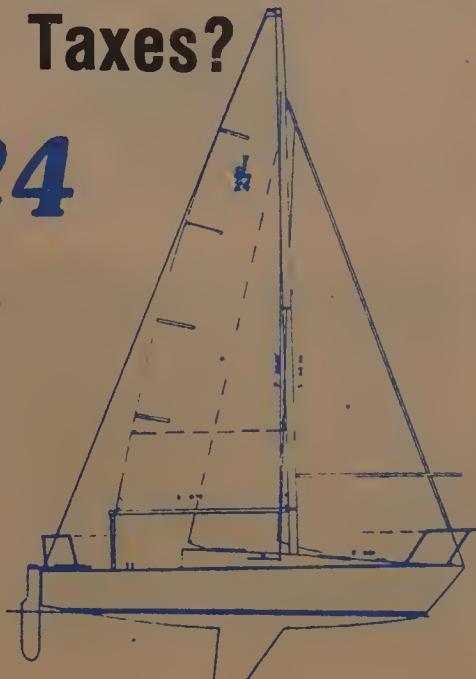
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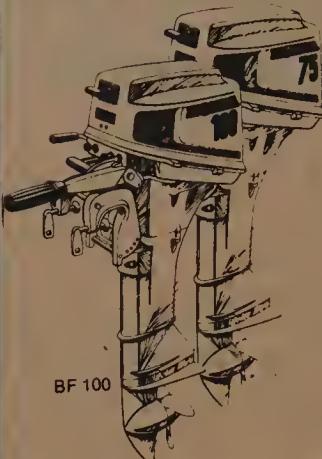
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LETTERS

think of no finer place to do that than in your Classy Classifieds.

Thank you for your wonderful work. I'm looking forward to reading you as always even though I won't have Charlie to sail around in anymore.

Jim Mayne
Charlie
Hayward

Jim — From the outset the tone of this magazine was to be like one boatowner talking to another on the dock, sharing the things they'd seen and done. Sometimes we get full of ourselves and stray from that, at which time we hope our readers will crack us on the sides of our heads and get us back in line.

Thanks so much for your kind letter; we hope your Classy Classified will do you right.

□ CAREFUL WHOSE BOTTOM YOU TOUCH

I would like to make an appeal to those hardworking souls who don wet suits for a relatively modest fee to clean the undersides of our boats.

I recently got a call from the gentleman who I have clean my boat bottom on a monthly basis, asking me if I had had anybody wet sand my boat. It appears that one of the various diving services in the area sanded the bottom of my boat which, I assume, he mistook for someone else's.

The net result is that a bottom job that would have lasted out the year is now going to have to be hauled much sooner, and some careless diver is out two to three hours of hard work. Please be a bit more careful in the future, chaps.

Dave Hand
Danville

□ LOVE AT FIRST SIGHT

I happened to pick up your magazine in the Metropolitan YC while collecting information about the upcoming Oakland—Catalina Race. Although I live in Southern California, your articles were still quite relevant. And talk about refreshing! I loved it.

A friend who is a professional ~~boat nigger~~ BMW quickly grabbed it up and spent hours chuckling over it. He especially enjoyed your mentions of Secret Love, since he'll be doing the Onion Patch aboard.

So, enclosed is my check for \$15.00.

Stacie Brandt
Down South

Stacie — At Latitude 38 we've decided that B.M.W. (boat maintenance worker) is less offensive to the general public than the old — and proud — B.N.

□ PLEASE HELP

Sometime during the past year I saw an advertisement for a nautical dictionary covering English, Spanish, French, Italian and German — I believe. Montana being a good distance from the ocean, the bookstore here is unable to locate this dictionary for me. Any help you could give me in locating a shop who sells this dictionary or the publisher?

Joyce DeMers
Folsom, Montana

Joyce — Try George Butler Co. in San Francisco, Tradewind Instruments in Alameda, or in Southern California the Island Hunter

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□ THE BIG STINK

I think the Regional Water Quality Control Board and the BCDC are a bunch of hypocrites. They make a big stink about liveabards polluting Richardson Bay when they have no documentation of any such thing. Yet in the June 21 Chronicle I read where the Water Quality Control Board says the City of San Francisco no longer had to dilute sewage overflows that occur during heavy rains.

Sticklers for details, idiots on concepts. What other way is there to view these bureaucrats?

Stephen Saunders
San Francisco

□ CREW LIST SOUTH

We all enjoy reading *Latitude 38* here in Southern California. Your articles on sailing and cruising are very interesting and informative.

Since there is a wide circulation of readers in Southern California, several times in conversations the question has arisen about establishing a Crew List for Southern Californians. I am interested in your thoughts on the subject.

John Williams
Southern California

John — People from Washington and Southern California have signed up in the previous Crew Lists. Perhaps next time — the sign-ups are in December — we'll ask if you folks would like to be separated in your own section.

□ WHAT'S LOST IN A STORM AND WHAT'S NOT

From one first mate who knew Dick and Colleen Connors from Redwood City through the Cabo aftermath, I wish to respond to James Scala's letter in your July issue.

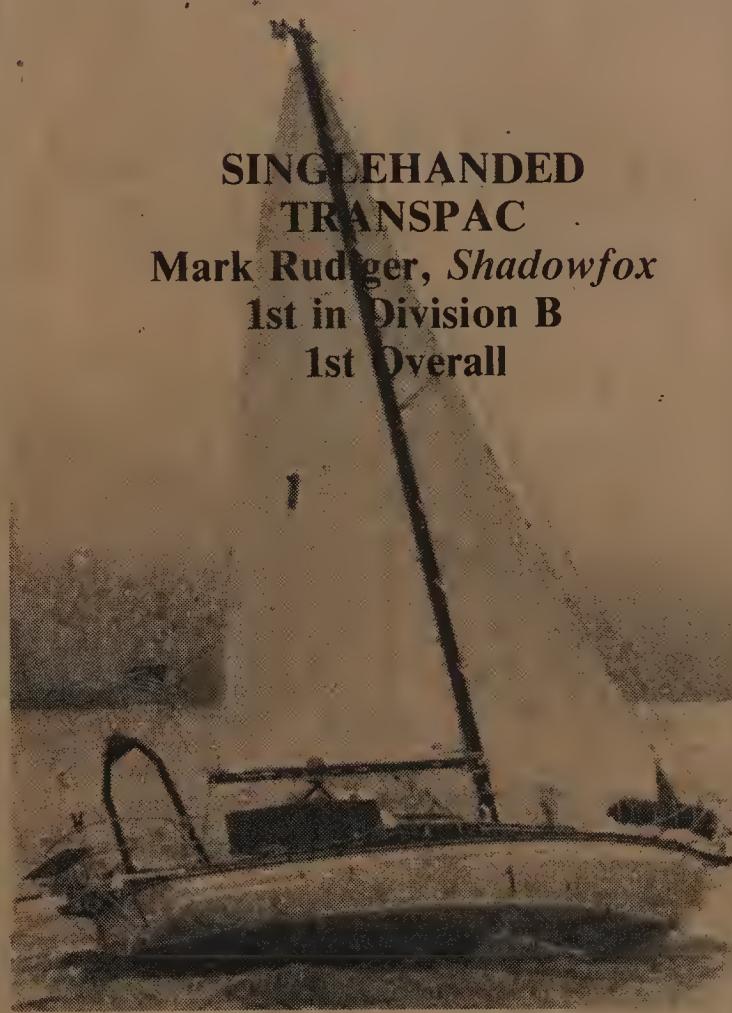
The "coincidence" of Dick's and Colleen's inputs to the June issue was not lost on John and I. It told of two neat people whose relationship broke up while cruising. Scala refers to Colleen's statement, "Ships are not the only things lost at sea during a storm", as a message to first mates to realize that the "ship must come first". How in the world does he come to that conclusion? First, *Elan* was not lost in Cabo, she was miraculously saved by having her anchor lodge on a tree trunk. Secondly, no one — skipper, first or fifth mate — would disagree that saving the ship in a storm is primary.

Colleen's "attitude" is not in dispute. Scala's "moral" is. I can confirm (as stated in her letter) that she loves cruising (i.e., the ship), and was aboard during a storm under hazardous sea warnings off the California coast. Her absence in Cabo is irrelevant, since statistically December is the most storm-free period.

Two days after the nightmare storm we found Dick in Cabo. He told us of his experience during the storm watching one boat after another collide and drag ashore; he told us of all his deck gear swept off, the forehatch being blown open in the breaking seas and soaking all the electronics below. After hours of seeing disaster all around and waiting to be the next on the beach, he said he screamed into the wind, "Okay, Okay! I've had it! Come and take me!" Dick was indeed a changed man — sober and depressed — but we're proud that he has pushed on.

Sadly, I think Mr. Scala is referring to a competitive relationship between he, his mate, and his boat in the marina — and the word "relationship" is the key. A person has a relationship with a boat and with a mate. Like a ship, a relationship will break up if it's not proper-

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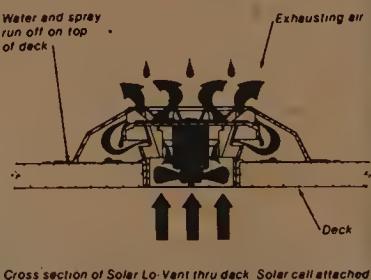
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LETTERS

ly maintained or if known limitations are exceeded. The situation of having to choose between a mate and the boat happens all too frequently, but this was not the case with the Connors.

Judy McCandless
Renaissance
Menlo Park

□ ORGANIZING IN VALLEJO

Just a short note to let you and your readers know what has been going on in Vallejo at the Municipal Harbor.

We have formed a Berth Renters Association. Year after year our berth rents are increased and promises are always made, by the City, that wonderful new improvements will soon be made. Well, we have gotten very few, if any, of those improvements over the years. Last year's ten percent increase, in part for new restroom facilities and paving of the South parking lot — which never materialized — was the last straw.

When we all received letters this year notifying us of a five percent increase it seemed more than time to do something. A group of us attended the City Council meeting to let them know how we felt — it passed — and at the suggestion of Councilwoman Barbara Kondylis — who has been wonderful, and even took the time to tour the marina with us — our Association was begun. To start off we have been successful in having portable heads installed at the south end and have assisted the City in finding funds for completing a much-needed dredging project. We have had an amazing number of people offer money and support; it seems that everyone was waiting for somebody to start the ball rolling.

We recall sometime back another berthers association offering advice to new organizations and just can't find the issue — so if any other berther associations out there would be kind enough to contact us, we'd love to compare notes and learn all we can. Our main goal is to upgrade the marina from a maintenance and security standpoint first, and then go on from there. Any Vallejo Municipal Marina berthers that have not yet heard of the Association are invited to contact me, and I will put you in touch with your dock representative.

Tana Cunningham
President
P.O. Box 1144
Vallejo 94590

□ HISTORY OF THE DOLPHIN

A short clarification regarding the letter from Edwin Edwards in your June issue about his 24-ft S&S Dolphin:

The Yankee Dolphin was definitely not the original. In 1964 I purchased hull #246 from O'Day, which was probably the original manufacturer. Mine was probably one of their last hulls. I drove to the Fall River, Massachusetts, plant from Denver to pick up the empty hull and a mast from Zephyr Spars. We finished the hull with a flush deck like the old Columbia Challenger, named her Gioconda, and trailed her down to the San Carlos Marina where she was in the water for 18 years. She gave us much pleasure.

Gioconda was the second permanent sailboat at the marina; coincidentally, the first was the Sans Souci, a 27-ft S&S Tartan, the big sister to the Dolphin. Both are keel-centerboarders.

Our original charting of the coast from Guaymas to Tastiota was done from the deck of Gioconda before I could get accurate shore outlines from the Mexican 1:50,000 topo maps. The Dolphin was a fast and able boat and although we enjoy the roomy accommodations of our present Rawson 30 hull — also finished flush deck and named Birinci Mevki — I don't seem to be able to get from anchorage

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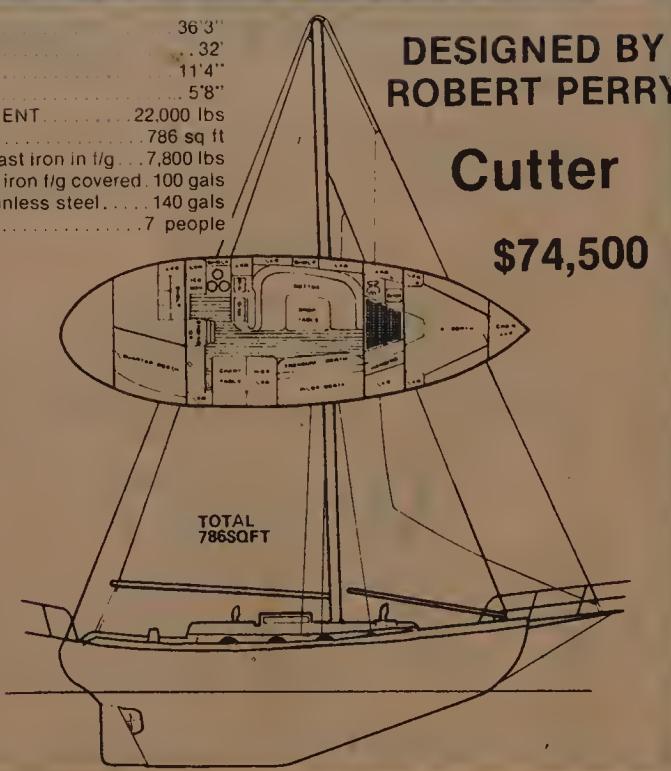


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 FUEL: black iron f/g covered. 100 gals
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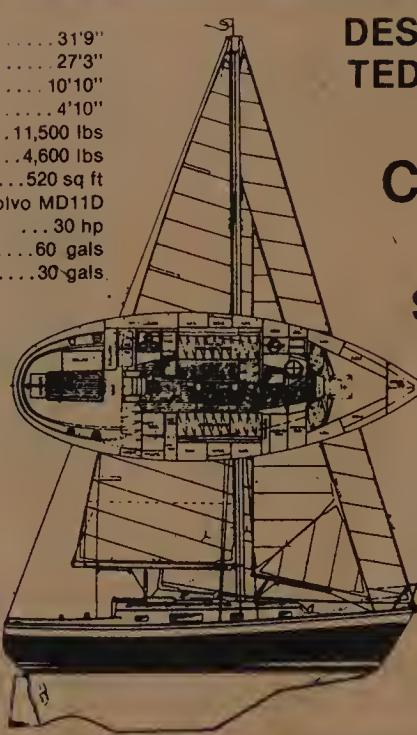
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UNION 32

L.O.A. 31'9"
 L.W.L. 27'3"
 BEAM 10'10"
 DRAFT 4'10"
 DISPL. 11,500 lbs
 BALLAST 4,600 lbs
 SAIL AREA 520 sq ft
 MACHINERY: Volvo MD11D
 ... 30 hp
 WATER 60 gals
 FUEL 30 gals



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TED BREWER

Cutter

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LETTERS

to anchorage any faster than in the Dolphin. It was a great boat and after Yankee took over the molds, there were three Dolphins at San Carlos.

Gerry Cunningham
Patagonia, Arizona

□ THOUGHTS EN ROUTE

It was very sad to read about the two men being killed by booms, especially so since the husband of a friend of ours was killed that way. Perhaps my early warning system might prevent someone else from being hit. As you know, I have been deaf for many years and cannot rely on shouted warnings. I taught myself to be alert to changes in the angle of the deck. It always flattens out before the boom starts to level off. If I am within the radius of the boom, I check to see if it is coming over. On long downwind rolly passages you become accustomed to the boat flattening out and lose your sensitivity, but in that situation the boom should have a preventer, anyhow.

I don't agree with your theory that the expression "horny" derived from sailors reaching Cape Horn in that condition. Due to all the references in history, mythology, etc., to the resemblance of an erection to a horn, satyrs always depicted as having horns, the horns or antlers on the male animals being a symbol of virility, the market in powdered horn in Asia, etc., I'm sure the expression was used before Cape Horn was named.

Another argument is that it does not take a sailor a two-month passage to get that way. Hell, in Long Beach they get horny by the time they pass the fog horn, which only takes half an hour. Maybe that is where the expression came from.

We have been close hauled on the starboard tack for 10 days with 12 more to go, the boat is all closed up against the spray and it is hot; sweaty and rough with no privacy below. While on the subject of origins of expression perhaps there is another meaning of the expression "hard on the wind", besides the usual close hauled.

One thing leads to another, and on the subject of privacy, Suwarro Island, Tom Neal's hermit home, has always been the symbol of isolation. There are ten boats there now, and at least two more of us planned to stop but did not. More than 400 yachts cleared in and out of Tonga last year.

Ernie Copp
Orient Star
En route Pago Pago to Hilo

□ A QUESTION OF SEAMANSHIP

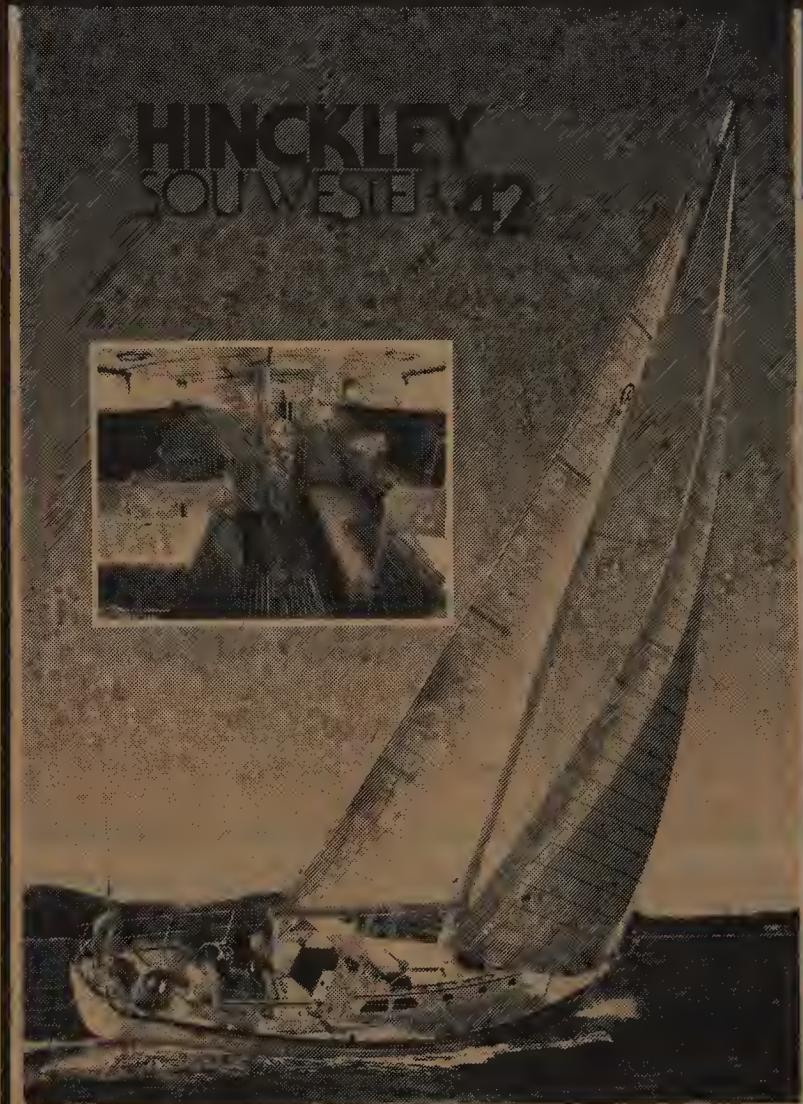
I had the pleasure of hearing Michael Kane talk when he was in the Bay Area — and it was a pleasure, because Michael has, as he says, a touch of "Irish blarney". Still, I am completely amazed and more than a little annoyed? chagrined? irritated? that someone should give him another boat. There must be a dozen others — I can think of three in the Bay Area alone — more "deserving" of such support, more capable, more likely to stay the course — but lacking enough blarney to get them into the race. Michael may be a good sailor, but, in the distinction made by my son, he is no seaman.

We're talking about giving a boat to a captain who was ready — if reports are correct — to set out around the Horn without appropriate foul weather gear, a captain who didn't put aboard enough food to carry him and the crew through even a record-breaking voyage, let alone a "normal" one. And for this he's rewarded with a new boat.

"I didn't know" was Michael's theme when I heard him speak. "I didn't know" it would be so cold. Has he never read books or *National Geographic's*, seen movies or TV documentaries? "I never knew" there would be calms. And he's a sailor? The weather he had

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LETTERS

wasn't unusual. Pilot charts, anyone? "I never knew" that the meal's bought weren't complete. But the packaging says so, and any prudent person would sample the stuff first, anyway. Furthermore, it's a captain's duty to know.

"Bad luck" caused Michael's failure to break *Flying Cloud's* record? I think not. But if we want to talk about "bad luck" let's look at that experienced by *Flying Cloud* when Captain Joe Cressy sailed her to the record. (For the record, Cressy had aboard enough food for full rations for the crew for a minimum of 150 days — not that he was planning on being out that long).

Flying Cloud lost her main and mizzen topgallant masts and her main topsail yard only three days after leaving New York. It took the crew three days to repair the damage at sea — Cressy wouldn't put back in to port. Later in the voyage both her mainmast and maintop-mast were sprung. And on July 12, 40 days out — Cressy was rounding the Horn in winter — the crew drilled holes in the ship's hull in an attempt to force Cressy to put in to port. Despite all this "bad luck" — apparently seen as standard seafaring fare in those days — the *Flying Cloud* still made it into San Francisco Bay in 89 days.

So, good luck, Michael. I hope the aborted voyage was a learning experience and that the lessons took. Good sailing of a good boat isn't enough. Good seamanship is also required. Charm and blarney are delightful, but charisma still won't con Neptune.

That's what many of us enjoy most about going to sea.

Joanne Sandstrom
Oakland

Joanne — The reports — that there wasn't sufficient food and that the crew was insufficiently clothed — are accurate. One crewmember from Cystic Fibrosis Crusader does not want to make the next trip, but the other, San Diego sailmaker Fritz Richardson, relishes the prospect.

□ AN OPEN LETTER TO THE CITY AND PEOPLE OF SAUSALITO

As a professional boatbuilder involved in the marine trades for over 17 years in Sausalito, I am writing to you about my great concern for the future and character of the waterfront in our town. As time goes by, I see the shoreside areas where the boatbuilding, repair and commercial fishing industries are conducted being threatened and overrun by out of control real estate speculation, office parks, and marina construction. I myself served my apprenticeship in Gate 3 Marinship, learning the traditional skills involved in building and repairing wooden boats from Don Arques and other highly-skilled craftsmen of our town. At 15 years old, I was in charge of planking on the rebuild job of the 58-foot Halibut schooner Fenwick at Bob's Boatbuilding Yard (formerly Diesel Engineering and Maintenance) in downtown Sausalito — a boatyard since torn down under questionable circumstances by the City of Sausalito and developer Jed Boscoe in order to make way for other development.

At this writing, another long-established boatyard, Sausalito Marineways — originally Madden & Lewis and later Sausalito Marine — is rented to the present operator on a month to month basis only, and enjoys no long-term security in this town. Over the past years, several other well-known and productive yards in the city limits have been closed down, including the Nunes Boatyard, Pasquanucci's and Arques Shipyard at Johnson Street. Sausalito has been a boatbuilding and repair, fishing and seaport town since before 1850; however, the speculation and development trend in recent years has been at odds with this, and is all but eliminating our marine heritage.

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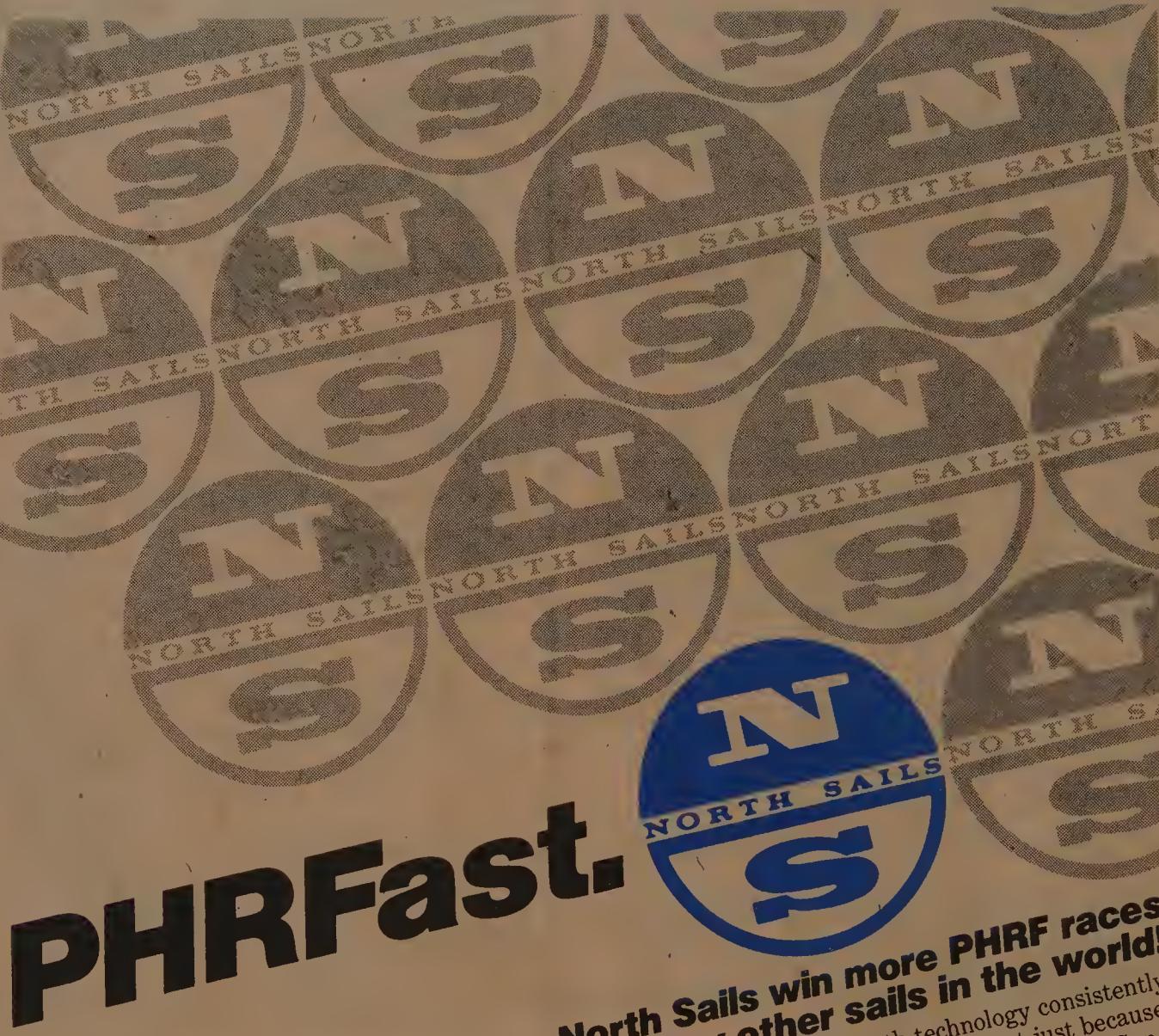
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There have been numerous grassroots boatbuilding enterprises in the city limits in recent years — notably the Gate 3 Boat Coop, which has launched three newly-constructed wooden sailboats over 36 feet. But, these operations are the efforts of small groups of people or individuals, and are vulnerable to displacement by developers with oversized plans and bank accounts. These small boatbuilding projects provide vital services in actively perpetuating the time-honored skills needed to construct vessels of wood, and are ongoing examples that a person may still learn the trade and construct a boat of his own.

This is an invaluable index of the knowledge which had been relearned at great effort and time, and spread around after having mostly died out. To cause this knowledge and energy to subside once more would be a foolish monument to ignorance and misguided progress, and could put beyond the reach of many the construction techniques learned from the old master craftsmen in wood, most of whom have passed away. Boatbuilding as a trade in Sausalito is largely self-supporting, and provides little opportunity for outside speculators to capitalize and profit from its activities. This is why boatbuilding enjoys virtually no political support to date in this town. However, the benefits to Sausalito from her boatbuilders are many and very real. Most notably in this category is the schooner *Wanderbird*. This vessel has been completely rebuilt in Sausalito and is now ocean worthy again due to the years of labor invested by her owners Harold and Annaliese Sommer, and the many local volunteer boatbuilders, tradesmen, and supporters. This has been accomplished with no significant effort or support from the city of Sausalito.

Baltimore, on the other hand, had to spend well over \$1.5 million to construct and sail out to our West Coast their vessel, the *Pride of Baltimore*. This vessel is a sterling example of what a supportive and involved city may accomplish, working together to construct themselves a proud showpiece and goodwill ambassador of national renown. Sausalito enjoyed the prestige, and experienced pride in their waterfront when the "Pride of Sausalito", *Wanderbird*, twice beat the *Pride of Baltimore* — *Wanderbird* being crewed by the same supporters and boatbuilders who helped in her reconstruction. The front page newspaper, magazine, and television coverage of this event put Sausalito in the national news in a positive light for a change, and was done entirely without any support from the city itself. (I can't tell you how much money it must have cost the City of Baltimore to do the same). There are other vessels in this town of great repute and historical value — and others yet to come — which may credit us all, if we only will not drive them, their builders, and their crews away.

But, even with these positive examples, our city remains almost indifferent and unsupportive of her marine tradesmen. Maritime Days, put on and participated in by these marine tradesmen and their supporters, is another example. This well-done function was held again with little involvement or support from the city. It certainly cost Sausalito little, if any, money. This and other colorful character events in our town have been created and supported by our citizens east of Bridgeway. Sausalito's 4th of July Parade and Dunphy Park Celebration were originated by the Sausalito Waterfront. A Sausalito Waterfront band was the very first to ever play music for free in the park on the 4th of July, and almost every citizen would readily agree this event has grown into the finest Sausalito get-together that occurs during the year.

So, it seems that the spice of our town manifests itself in a positive way, with little active political or fiscal support from the city. This same energy, the "color and spice" of our town, has over the years even been steadily attacked, and is finally in danger of being destroyed. A recent article in the *San Francisco Chronicle* lamented the



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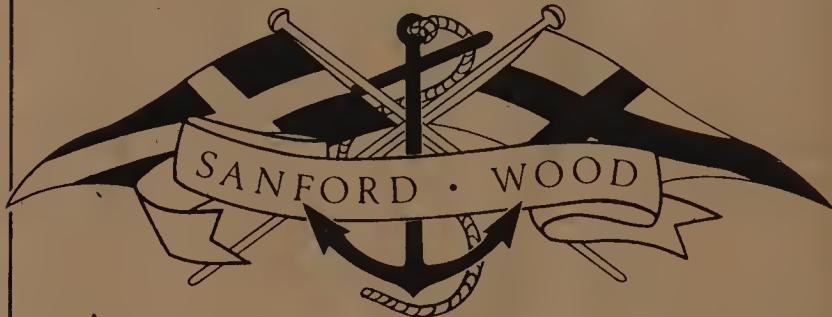
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LETTERS

"sterilization" of the Boston waterfront by real estate development and marinas, to the point where the local lobster fishermen have been displaced and have to truck seafood to their Fishermen's Wharf. I feel Sausalito is on this very same course, and unless the City Council and citizens of the town are responsive to the needs of their water-borne citizens and tradesmen — and will work with us — then the next lament in the *Chronicle* will begin out, "The City of Sausalito, once widely-known for its maritime heritage . . . , etc. etc." This progression of events is already happening, as exemplified in the recently-issued evictions in the Arques property in Gate 3 Marinship, perpetrated by the lawsuits filed by the owners of the office park and marina development, Marina Plaza, against the Arques interest. The Arques interests profess to be in favor of boatbuilding and repair activities on their property. However, these evictions include over ten active boatbuilders and their families, as well as the rest of the existing marine service oriented community and its supporting members. How can you have marine trades if you eliminate and persecute the tradesmen and their fellows? The \$25,000 study funded by Sausalito, the Marinship Specific Area Plan, cited the value of the live/work area concept and has gone on record at several of its meetings and a planning commission meeting as saying that most of the boatbuilding, repair and marine-oriented manufacture within the city limits take place in the Arques property in Gate 3 Marinship.

As a boatyard operator and boatbuilder/salvor involved in the maritime trades in Marinship, how can I continue to ply my trades in this city if I may not live aboard my boat in the city limits as I have done for over 15 years? To allow this sort of action is tantamount to throwing myself and my friends in this marine-oriented community out of Sausalito. I am an honest citizen of the town of Sausalito, a voter and a family man, and a resident here. As a boatyard operator, boatbuilder, commercial salvor and mechanic, I have performed maintenance haul-outs and service, major structural repairs and conversions, rescue operations and salvage in storm conditions on well over 400 vessels in the last 15 years. Multiply even one half this figure times the ten evicted boatbuilders in just the Gate 3 property in Marinship, and I come up with approximately 2,000 vessels repaired, maintained or assisted over the time mentioned. Is this human resource to be ignored or attacked and driven away? If we cannot live as honest hard-working citizens, voters, etc., in the town of Sausalito, is Sausalito in favor of just throwing out over 50 plus of its citizens?

The Sausalito Waterfront were the ones who put our town in the Olympics with Nightfire and Antenna Theater's theatrical-cultural productions. They were chosen from applicants across the US to be two of the six domestic theater companies representing the United States at the Olympic Arts Festival. They and the cast are among those evicted from the Marinship.

Who among you west of Bridgeway can fill these shoes? Tourists do not come to our town to see office parks. Your town and its boat-oriented citizens are under attack by everything from outside investment/speculation, capital enterprises, to the BCDC. Have you been around long enough to remember your town's own fisherman's wharf and open-air fish market that once operated at Napa Street?

We all as citizens of the town of Sausalito should mark carefully these events in progress and support whatever we believe our town should be.

Richard Cogswell
Marine Tradesman
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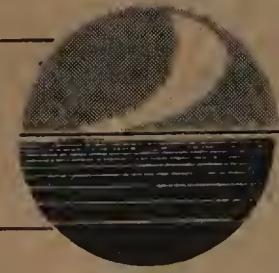
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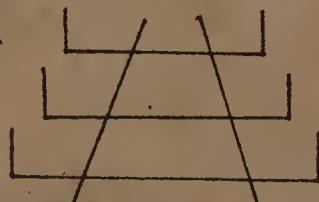
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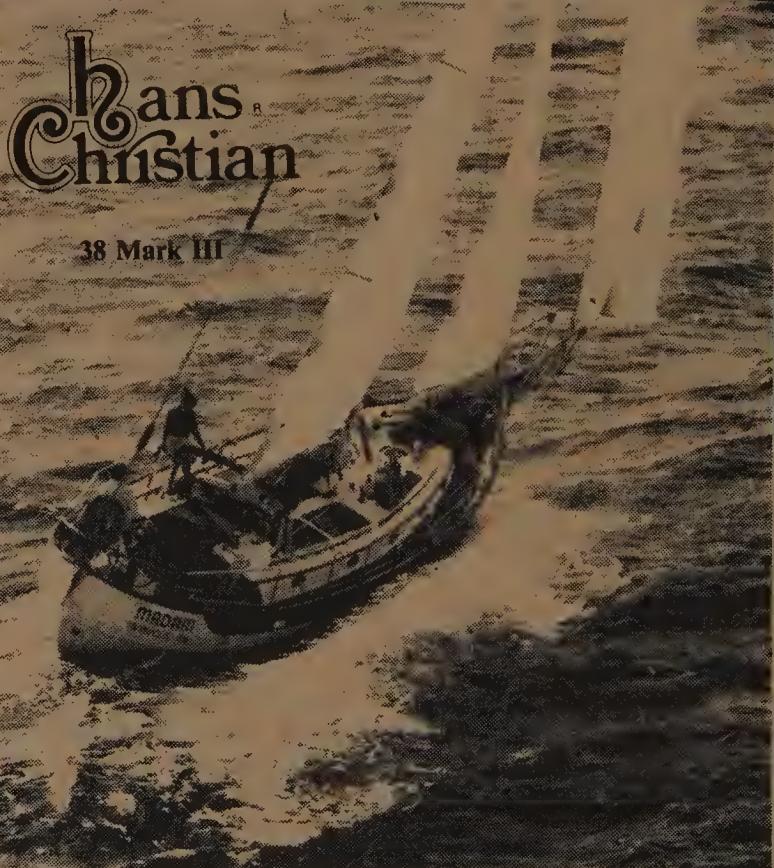


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LETTERS

□ SETTING THE RECORD STRAIGHT

I have been reading and hearing that the Ballena Bay Yacht Club's TransPacific race is the "only regularly scheduled race which departs San Francisco".

Not quite true! Fortunately for Bay Area yachtsmen, there are two TransPacific yacht races, both biennial, both on the even years, and both leaving San Francisco. First there is the Singlehanded Sailing Society TransPac, which had its first race in 1978 and has continued every two years since. Second is the Ballena Bay race which had its inaugural race in 1980, and which is now called the Pacific Cup TransPac for the first time.

The Singlehanded fourth TransPac is now history, with plans already under way for the next one in 1986, the fifth regularly scheduled TransPac, leaving San Francisco.

I have had the privilege of sailing in both events, and both are great races. Please let's not forget that both exist.

I offer one note to all yachtsmen who may be considering either of these challenges for 1986: Now is the time for commitment! Time flies, and tomorrow may already be too late. Ask the 11 paid up entrants of the SSS race, all of whom had to drop out for the same reason: they couldn't get their boats ready in time.

Gene Haynes
Commodore
Singlehanded Sailing Society

□ WORKABLE, REASONABLE

In response to the comment in your publication regarding Commercial Towing, Volume 85, July 1984, why don't you tell us like it really is?

The Coast Guard Commandant, in compliance with Federal Law has directed that the Coast Guard not interfere with commercial enterprise. The 12th Coast Guard District has developed a plan in compliance with that directive and with a deep concern for public safety which appears both workable and reasonable.

Your readers should be aware that the Coast Guard is not going to abandon them. Rather, they have set up a stringent qualification program for those seeking Coast Guard Certification of their vessels as tow boats and themselves as tow boat operators. Additionally, the Coast Guard will monitor cases referred to commercial enterprise until they are completed.

The requirements include inspection for proper towing equipment and safety gear, certification of Liability Insurance, demonstration of knowledge of Rules of the Road, demonstration of towing ability, etc. Additionally, the vessels are to be reinspected every six months and a vessel/operator may be removed from the Certified List for failure to comply with these requirements.

Reports from both members and non-members of our Association indicate that the qualification process is both lengthy and thorough and the public should have no fear of the quality of service provided by Coast Guard Certified towing companies.

Should a reader be in need of commercial assistance they should not hesitate to confirm with the Coast Guard that the vessel offering the assistance is Coast Guard Certified, if it is not, they may refuse the service and so advise the Coast Guard.

Any group looking for additional information on this matter is encouraged to contact our association for a speaker. In the past the Coast Guard has joined us in giving these presentations.

Dennis A. Greenberg
Union City

Dennis — We're not certain what you mean by the "real story".

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LETTERS

We're all in favor of the Coast Guard giving way to commercial towers in situation where life and limb are not in danger.

We'll have a feature on commercial towers in our next issue.

SAME NAME, DIFFERENT PLACE

I am writing this letter in regard to the recent marina survey published in the July 1984 issue of *Latitude 38*.

Subsequent to the article being published, I have received several comments and concerns regarding the survey response from the Embarcadero Cove Marina. The Port of Oakland also manages a marina adjacent to the privately managed Embarcadero Cove Marina. The Port's marina is called Embarcadero Cove Marina also.

I would like to request that in the future a distinction be made when referring to the two marinas.

Thank you for your consideration.

Joyce Washington
Properties Department

Joyce — We'd like nothing better than to comply with your wishes, but if the marinas have the same name, how are we to tell them apart?

THE DIRECTOR OBJECTS

I found the marina survey published in *Latitude 38*, Volume 85, July 1984, most interesting, educational and, to some degrees, entertaining. When I read that Coyote Point Marina had a "superior harbormaster", I immediately assumed that your survey was conducted in a highly scientific manner, and was absolutely accurate. Imagine my chagrin when I found that the other comments concerning Coyote Point Marina were not only inaccurate, but in some cases, were totally false. Well, so much for the "superior harbormaster" comment.

Several of the statements made concerning Coyote Point Marina must be addressed, as they simply are not true. They first of these concerns so-called excessive berth rates, due to "a large surplus being diverted to other uses associated with county parks, etc." In 1974, a separate account was established for Coyote Point Marina. All revenues from the marina are deposited in this account, and all marina expenses are paid from this account. This is required by contract between the state and the county. It would be illegal to allow funds from the marina to be mixed with tax dollars in the County General Fund. As for the rates being excessive, that is obviously a subjective judgment. I have enclosed a copy of our March 1984, study of berth rates, which, by the way, you published in *Latitude 38*, Volume 82, April 1984. This is the fifth year we have conducted this same survey. You will note our average rate of \$3.63 is quite close to the overall average of \$3.62 per berth foot.

The comment was made that large percentage increases in berth rates are "due to county commissioner's gouging of boatowners". The San Mateo County Parks and Recreation Commission could never be accused of gouging anyone. During my ten years of dealing with the Commission, I have found them to be objective and fair in all dealings with the general public and the boatowners. The marina berth rates are established so that surplus revenues will be generated each year. Since the marina must be totally self-supporting, the Commission is wisely looking toward the future. Funds are being set aside for future improvements, maintenance dredging, depreciation of facilities, and various other contingencies.

Finally, for all the boaters who will not visit Coyote Point Marina because the survey said there is no restaurant, be of good cheer. There is a snack bar at the San Mateo City Golf Course which, admit-



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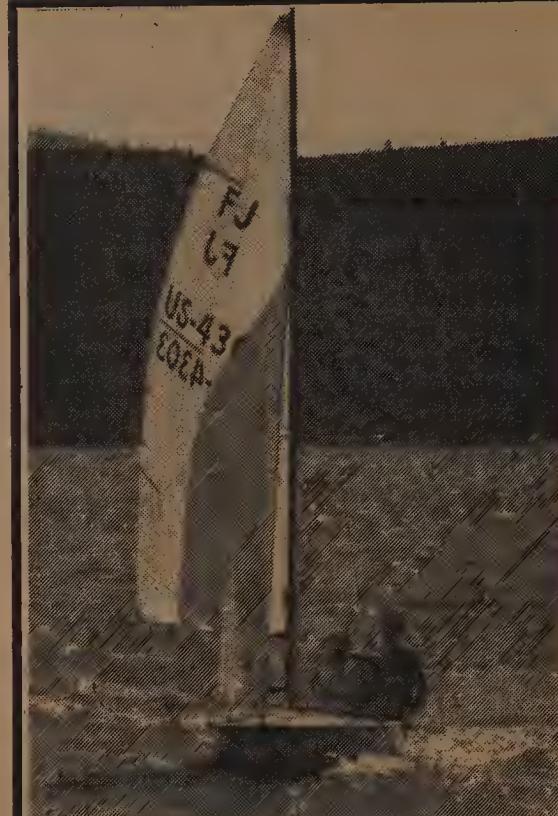
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LETTERS

tedly, is not on the water, but is only a four or five-minute stroll from the Harbormaster's Office. For those boaters who must view the water while enjoying epicurean delights, the Castaway Restaurant is maybe a ten-minute stroll from the marina. This restaurant does overlook the Bay, as well as San Francisco International Airport.

E.L. "Les" Rahn, Harbormaster
David A. Christy, Director

Les and David — It appears that you missed a basic premise of the survey. We specifically stated that it was not a scientific survey, but a survey of berther's perceptions of their marinas. We never made the claim that the berther's perceptions reflected a true state of affairs, only that they represented what berthers believe to be true.

There's a huge difference between the two. A state of affairs can be either accurate or inaccurate; but a perception of a state of affairs simply is what it is. For example, Coyote Point may charge \$3.50 a foot for a berth, but when many berthers there believe they are paying much more, such misperceptions create big problems:

One message of the survey — which is perhaps more useful to marina operators than anyone else — is that perhaps Coyote Point and other public marinas might do well to account for revenues on a yearly basis in a letter to tenants. Clearly, a berther who feels that all his money is going for the maintenance and upgrading of his berth is going to be much more satisfied than a tenant who believes — albeit completely in error — that most of his money is going to keep the county supervisors in liquor.

□ WE'RE HAPPY AT BALLENA ISLE

Unfortunately we did not receive one of your marina surveys, but we certainly would like to take exception to most of your comments on Ballena Isle Marina. We have lived there for almost a year, and although the liveaboard rates are high, it is worth the price.

In our search for a pointed home, we visited nearly every marina in the Bay Area. None came close to having all the amenities Ballena Isle does. The bathrooms are cleaned daily, the landscape is gorgeous, security appears to be excellent and the people who work there go out of their way to be helpful. They've jump-started my car when I've left the lights on, called us at work when they thought someone was checking our boat without permission and done countless other favors. We're not sure exactly what a "charismatic" office staff is, but we certainly think the staff there is terrific.

Ballena Isle is an excellent location, well-protected from the wind and surge. The grounds are spotless, and I've never had a problem parking. So what, we wonder, if one lot is unpaved? The marina also boasts two restaurants and a terrific deli with the world's friendliest owners, Wendy and Mario Mariani.

Your survey may have determined Richmond Marina is preferable, but we are quite content at Ballena.

Lisa and Bob Hodierne
Yankee Lady
Alameda

Lisa and Bob — Those were not "our comments", but those of berthers at Ballena Isle.

□ CAT OUT OF THE BOAT

Imagine that — Andrew Urbanczyk putting The beloved Cardinal Virtue on the block! In this moment of history we are witnessing the demise of yet another once felicitous (feline-itous?) cruising relationship. We may take some small comfort in knowing, however, that this is not the first warm fuzzy — delicacy demands this euphemism

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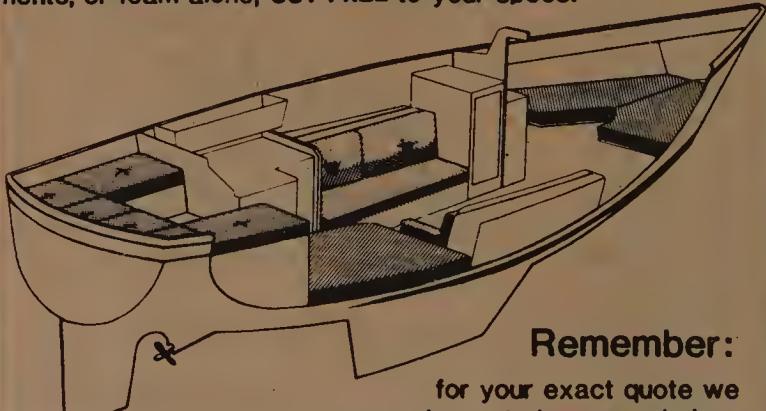
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LETTERS

— that has been offered for sale in the annals of the bounding main.

Now for a small idea. I know your seams are bursting already, but how about printing a format for a float plan — perhaps Pusser's would sponsor it on the flip side of their ad — which folks could duplicate and use to provide information to friends and relatives, not only for Delta or coastal cruises, but even for weekend excursions where passenger pickups or other connections are involved. In addition to providing all the relevant information such as name, type, color, and length of boat, full name of owner, radio call sign, sail or other markings, time and place of departure, and of subsequent stops, etc., the form could also offer a few tips for non-sailors. For instance, it is useful to know that sailors never arrive anywhere at the time they said they would — if, indeed, at all — but, on the other hand, they often take departure times rather more seriously, so better not be late! Also, perhaps a few food, drink, and dress hints would be in order.

When I was assistant harbormaster at Pier 39 marina I was astonished at the number of people that tried to connect with boats that they could not describe. Almost invariably they were late for the meeting, couldn't give any boat identification information — often not even the name of the owner — and then immediately concluded that they had been left behind when, in fact, the boat was still beating her way over from Oakland on the flood. Had they had the info sheet I just suggested, I could have done much more to help them.

Anyway, I am enclosing my check for the next year. Thanks for helping to provide a link to an area and a lifestyle that I miss a lot.

P.S. Ref: page 134 of the July issue, first full paragraph: "knots an hour"? "Note well that the word 'knot' includes the element of time — to say 'knots per hour' is not only incorrect, it is a mark of ignorance". Chapman said that, not I. Doesn't hold back, does he?

John Pumphrey
Naples, Florida

John — Chapman probably tells the Highway Patrol, "But Officer, I was only going 55 miles per hour". Perhaps such talk is the mark of east coasters, but it strikes us as indicative of an unhealthy obsession with rules and order.

As for the float plans, the standard form is available from many harbormasters. Personally we think filling them out for anything less than long coastal cruisers is a waste of trees. But as you'll read elsewhere in the issue, at times they sure would be helpful.

□ BLIND WITHOUT THE EYE

I am sure I speak for many in the sailing fraternity when I express my disappointment at not finding Ms. Nakkim's Hawaiian Eye article in your July issue.

Hawaii is the center of sailing in the Pacific! If we were not here, many sailors would have no place to sail to!

Glenn D. Clark, Jr.
Kaneohe, Hawaii

Glenn — Not every feature we'd like makes it into every issue, but trust us, we're eager to get a Hawgii report in as often as we can.

Other publishers of sailing magazines think we're crazy for distributing so many magazines to Hawaii free. What they mean is that it's a big money loser. But we think it's good karma, and we're not even hippies.

□ AIN'T GOING TO LISTEN TO IT ANYMORE

I've held my tongue long enough regarding glowing praise about Peter Jowise's navigation classes. Being a former student in his

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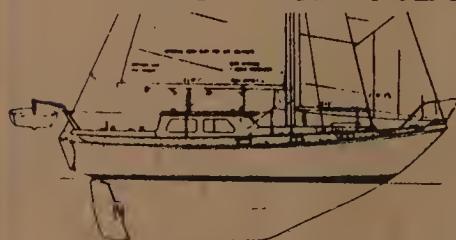


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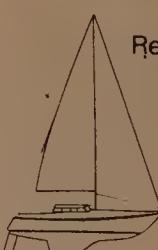
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LETTERS

coastal piloting course, I will acknowledge he knows his subject matter, and has a well-organized lesson plan. But the bottom line in teaching is "communicating", and in my opinion this is an area Peter could improve upon.

Peter's lessons are fast-paced and he plugs along with the assumption everyone catches on the first time. Consequently, when students ask for a procedure to be repeated, or worse yet, request a simplified definition, Peter gives the distinct impression he is irritated. I found his token efforts to clarify a point rarely provided a more understandable definition. And when questioned further, Peter frequently became sarcastic. As a result, most students became reluctant to ask questions.

After chatting with classmates, both male and female, I found I wasn't the only person Peter humiliated. Another lady — his favorite prey — besides myself, stopped asking questions altogether. Several male students commented that Peter was a bit abrasive, especially to women. We students united and helped each other in troubled areas.

In order to learn from Peter, and he thoroughly covers the subject, you must learn to ignore his arrogant attitude.

P.S. Despite my coming home in tears after one class — and I'm pretty thick-skinned to snide remarks — I scored highly on quizzes until mid-term when I had to drop the class due to an out-of-town move. A geritol yachtie at VYC helped me complete DR navigation. It's 100 times easier to learn in a tension-free environment with a patient instructor.

Lynne Orloff-Jones
Vallejo

CHART TALK

There are some discrepancies and misinformation in John Burnett's letter about Mahina's charts that I would like to address. Mr. Burnett bought his charts through Pacific Marine Supply, where I have left sample portfolios covering Mexico and the South Pacific to New Zealand, so there was no excuse for not knowing what he was buying. He also left his chart purchasing to a last-minute rush order, not allowing himself time to become familiar with the charts and to see if they met his needs before he left San Diego.

His statement "It was as if someone said, 'We got the money, who cares? The customer be damned!'", is irresponsible and as far as possible from the actual truth. We have and will always have a policy of 100 percent satisfaction or return the charts for a complete refund. This is printed in large letters on each chart order form.

John Burnett's next doozy of a statement was, "Were it not for a book or two on the area, I'd have as much knowledge as Captain Cook!" John, if you'd take a look on the front of the chart of Hiva Oa that you were talking about, you'll notice it is from surveys conducted in 1882! This is the most recent chart available of Hiva Oa, and you're right, it isn't a lot more detailed than in the 1880's, but this is not our fault!!! If you would please check out the original US Defense Mapping Agency chart of the island, you'll find that our reproduction is a very good quality facsimile of the original chart.

This is also the case with the charts of several of the islands in the Pacific — they are of little importance to commercial shipping, and the budget for updating USDMA charts has been cut. The updating has been largely turned over to private subcontractors. Generally, USDMA charts have not been updated since 1977, except in the rare case of a new edition being issued. So, please don't blame us for old surveys and poor quality government charts. Any time we can, we use the new French charts which are usually much better quality and more up to date. Unfortunately, these aren't available for every

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LETTERS

island.

The next statement made in Mr. Burnett's letter was, "Surely John Neal would not use the charts he sells for his own navigational purposes." I suppose not — on every chart there is the disclaimer, "Not to be used for navigational purposes". John Burnett, please do a little research before spouting off! This is a legal requirement any time a government chart is reproduced, and you'll find identical statements on the charts in *Landfalls in Paradise* and *Pacific Boating Almanac*, so this is certainly not peculiar to Mahina Cruising Services Chart Service! And yes, John, I have and do use the charts, in Alaska, Polynesia, and New Zealand. I use them along with the latest Light List, Sailing Directions, and large, overall original charts for plotting positions on passages.

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John Neal
Mahina Cruising Services
Friday Harbor, Washington

CHECK THE RADIO CHECK PROPOSAL

The late announcement, June 22, 1984, of the proposed Federal Communication's Commission regulation to stop radio checks with the Coast Guard on Channel 16, combined with the early cut-off date for comment, July 16, tend to suggest that the F.C.C. has conspired with the U.S. Coast Guard to secretly introduce new regulations without permitting input from the boating public.

This proposed regulation has never been publicized in any boating magazine or newspaper, and is only known to those on the "inside" who subscribe to a U.S. Coast Guard publication.

The Coast Guard does not propose an alternative method for the boater to verify that his VHR equipment is operating properly. If the boater should not use Channel 16, then does the Coast Guard welcome calls for a radio check on 21 or 22?

In the San Francisco Bay there are times when the public does call the Coast Guard for radio checks. But not once have I heard the Coast Guard radio operator — even when no emergencies are being handled — suggest the boater use 68 or some other channel to call another boater for a radio check. If the Coast Guard would do this, the public would soon learn and such a dictatorial regulation as being proposed would not be necessary.

The Coast Guard has been trampling on the Constitution with its safety inspection boarding policies; the FCC need not assist in the furthering of this abuse by introducing a new regulation — almost in secret — and then closed off debate before the public has had an adequate chance to learn of such a proposal.

The Coast Guard has had years to consider this problem, why the rush now to silence any protest? Why not give the public a chance to consider the proposal. Why not ask the Coast Guard what alternative they offer?

John D. Stevenson
South San Francisco

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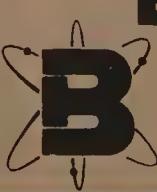
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John — We did ask the Coast Guard for an alternative to calling them on Channel 16 for a radio check. Paul Gardner in the Public Information Office of the Coast Guard checked into the matter and suggests that boaters who want radio checks call other stations, not the Coast Guard, on Channel 16, or preferably some other channel.

Gardner says the Coast Guard does not want to answer radio checks on 16 because sometimes emergency situations do not permit it. By only being able to confirm radio checks sometimes, the Coast Guard feels they are creating more problems than they solve.

□ WHALES, GATHER INFORMATION NOT BLUBBER

The enclosed wire service copy, so soon after the Equatorial Challenger's mention of an encounter with an orca pod near the Equator, and what might proper conduct be between a man and whale, prompts my letter.

[Editor's note: The clipping reads: A Dutch sailor in a trans-Atlantic race was rescued from a life raft 200 miles east of Cape Code on Friday after his sailboat collided with a whale and sank.

Henk Van de Weg, 43, of Holland was on the final leg of the Observer Singlehanded Trans-Atlantic Race from Plymouth, England, to Newport, Rhode Island, when his 30-ft craft Tjisje struck a whale early Friday.]

We know so little about these totally aquatic mammals. The cetologists are still arguing how many species there are, and what their scientific names are! Sailors collectively probably know more about population, distribution and behavior than do scientists.

Cruisers and scientists have a common need to collect and analyze that information, don't we?

Gordon Strasenburgh
Moss Landing

□ AN APRIL LETTER RECENTLY DISCOVERED

This business of the cruising blues is interesting and can be explained to within a few inches of psychoanalysis. If boredom is a factor in the blues, then there should be little debate that boredom is self-inflicted and can be, therefore, eliminated by the self, with, for example, a thought like: "Do something; even if it's wrong, but do something." Learn something. Read something. Or do nothing and don't feel guilty about it.

Guilt can play a big part in any kind of blues. Guilt can creep up on you if you haven't paid your dues. Paying your dues can beat the blues. On the Bay on a rainy day, when you're freezing your digits off or struggling with testy seas for four solid hours, maybe off the coast where you can't pull in for a beer, and you're miserable, and so on, you'll be wondering what the hell you're doing there. You immediately thrust into your mind an image, down the line somewhere, of you lying on the bow in the perfect sunlight with the perfect winds, and your anchor is set perfectly. Slowly, stealthily, the blues begin sneaking in; but they are neutralized, crushed and vaporized by your remembrances of the dues you paid. Then you smile of satisfaction and drift off to dreamland. All these thoughts transpire in milliseconds but are self-sustaining.

This is not to say you have to go through hell to enjoy sailing. It just helps immensely. But on the other hand, just being a prepared, competent and learning sailor can pull you through an attack of the blues successfully.

My definition of sailing is a grand handshake with the elements; a hand should be offered every time you step on a boat. At least that's the stuff up to which I hope to live.

Alfred Riggs
San Francisco

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LOOSE LIPS

Part of the Omnibus Budget Deficit Reduction Bill, President Reagan's first "downpayment" on the huge national deficit, includes some good news for boaters. All of the estimated \$75 million now being collected annually from fuel taxes will have to be spent on boating programs instead of the small portion of it that the House Appropriations Committee has authorized in the past. Under the new National Aquatic Resources Fund, the Coast Guard would get \$15 million, state boating would receive \$30 million and the remaining \$30 million would go to sportfishing programs. At least 10 percent of the latter sum would have to be spent on public access for recreational boating.

This bill passed out of the U.S. Congress on June 27 and is expected to be signed by President Reagan soon. It represents nearly 20 years of lobbying on the part of the boating industry to give back to boaters what they pay into the government with their taxes. Our congratulations to those who hung in there for that long.

Remember the Sightings bit in the May issue entitled "Crime Doesn't Pay?" In it, we reported on one Donald Moore who allegedly struck a deal with Santa Cruz fisherman Thomas George to sink his (Moore's) 44-ft ketch, *Mia Amore*. As you will recall, George must have played hookey during "scuttling 101," because the boat sank five miles off Lighthouse Point on a clear, calm day. This prompted the insurance company to begin an investigation, which eventually led to a community "spilling of the beans" among George, his girlfriend, Alita Rose, who was aboard at the time, and Moore. At the trial the spilled beans became very sticky for Moore when his testimony to the effect that George had stolen the boat did not exactly jibe with George's tape recording of the whole shady deal.

Anyway, the judge in the case ended up throwing the proverbial book at Moore after Moore pled "no contest" the day before a second trial was to begin. He was sentenced to three years in Vacaville Prison, which translates to at least a year and a half of hard time before he's even up for parole. The judge imposed this maximum penalty because of Moore's deception early in the trial, because Moore tried to bribe George into changing his story, and because Moore has yet to offer any restitution to the insurance company for the \$70,000 they paid to the bank holding the mortgage on *Mia Amore*.

Probably the most amazing aspect of this whole fiasco is Moore's modus operandi. Apparently, the main reason he had the boat scuttled was because he couldn't get a berth in Santa Cruz! He had apparently collected more than a few \$25 "parking tickets" there, and was frustrated by unsuccessful attempts to sell the boat (which had reportedly fallen into a state of disrepair). To Moore's way of thinking, the only way out was to scuttle *Mia Amore* and collect the insurance money. He will have plenty of time to ponder the logic of this decision in the months to come.

Are you a woman with an understanding of sailing and its terminology? Are you interested in becoming a better racer? Do you want to run for vice president? How about attending the U.S. Yacht Racing Union's special seminar in Berkeley from September 30th to October 5th instead? You'll have a choice of a racing or sailing program to be conducted on J/24 sloops. Practice starting, short-course racing, strategy and boat-on-boat tactics. Or train in seamanship, boat handling, sail trim and weather reading. Experienced instructors will be on hand to help you sharpen your skills. Why not give it a try? The six-day clinic costs \$375. For more information, contact Jeff Johnstone at J/World, Box 1500, Newport, Rhode Island 02840 or call (401) 849-5492.

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LOOSE LIPS

Next time you come upon an aid to navigation that isn't blinking, beeping, bonging or whatever — or worse yet, don't come upon one that's supposed to be there — don't be too quick to berate the efficiency of the Coast Guard maintenance crews. Vandalism to aids to navigation is increasing at an alarming rate. Particularly along the Sacramento River and Deep Water Ship Channel, damage to aids by gunfire and malicious destruction and/or theft of lanterns or batteries cost taxpayers thousands of dollars last year, not to mention the danger it posed to lives and property.

Responsible boaters may skip to the last paragraph. For the rest of you who might not know, the batteries that power aids are rated at only 2.5 volts, and although they look like car batteries, they will not operate the electrical system of any vehicle or boat. If you need a battery, wait till they go on sale at K-Mart. For those of you who might not care, be advised that damaging, defacing or destroying aids to navigation can result in a year's imprisonment and a \$2,500 fine. Go back to getting your jollies running toll booths or throwing beer bottles on well-kept lawns, but stay off our waterways.

The Coast Guard and *Latitude 38* encourage anyone witnessing vandalism to aids to navigation to report these incidents to the Coast Guard. For Delta aids, call the Coast Guard Station at Rio Vista on VHF-FM Channel 16, or telephone (707) 374-6478 or 374-2871. For the rest of the Bay area, call (415) 556-4471 or, in emergencies, 556-2103. Information, such as license plate or CF numbers, can also be sent to the Commander, 12th Coast Guard District, Government Island, Alameda 94501.

White On Water, a video film made during last year's Big Boat Series, is a different type of sailing movie. "This is not a documentary of the series," says director Vincent Casalaina. Although there's plenty of on-the-water action featuring boats like *Great Fun*, *Swiftsure* and *Scarlet O'Hara*, Casalaina and the other film principals, Producer Leslie DeMeuse and Director of Photography Phil Uhl, went behind the scenes to conduct extensive interviews with the skippers and crews to attempt to answer the question, "Why is it so important for people to become sailors?"

The result is a 20-minute film that Casalaina calls "a more personal view of sailing". Although the narration is geared toward a general (read "nonsailing") audience, *White On Water* is an enjoyable film for sailors, too. The film will air on KQED (Channel 9) sometime prior to this year's Big Boat Series, and on ESPN sometime after that. The parent company, SEA-TV, is hoping for eventual national syndication.

Currently the film is available to yacht clubs. Interested parties should contact SEA-TV, 2415 Mariner Square, Suite 104-A, Alameda 94501, or call 865-3637.

If you want to watch more sailing films, you'll have to wait until September 28th and 29th when Seattle's Dick Enerson will present a trio of flicks at the Palace of Fine Arts in San Francisco. Planned for viewing are *Aussie Assault*, a "down under" version of the 1983 America's Cup races, and two films by Enerson himself, one of the 1978 Big Boat Series and the other called *Eyedeen (18) Footers*.

A graduate of Stanford film making school, Enerson has been part of the sailing scene for many years. He crewed on the victorious 12 Meter *Constellation* in 1964 and began making and distributing sailing films through his Offshore Productions in 1972. Among his other credits are *The Shape of Speed*, and three Olympic documentaries. Currently he is in Los Angeles serving as a consultant for ABC-TV and filming the sailing portion of the Games.

To find out more about Enerson's fall festival, which precedes the 1984 Big Boat Series, call Michelle St. Pierra at (415) 922-6055.

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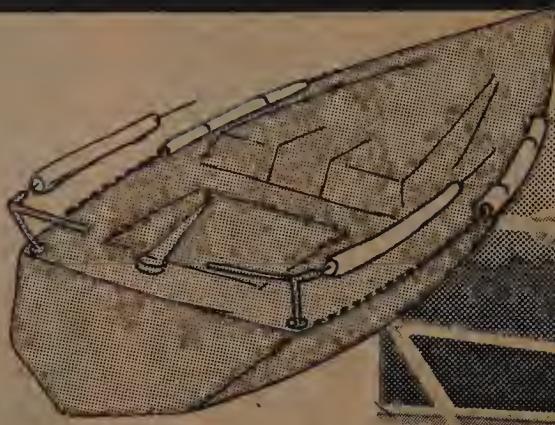
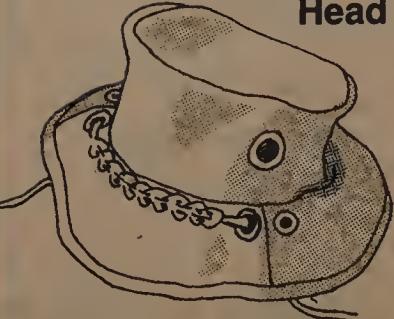
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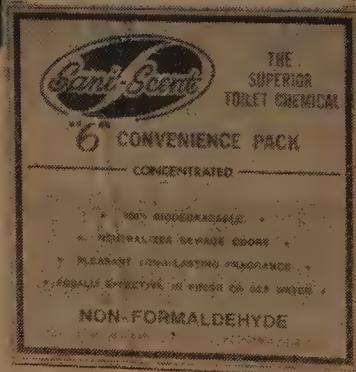
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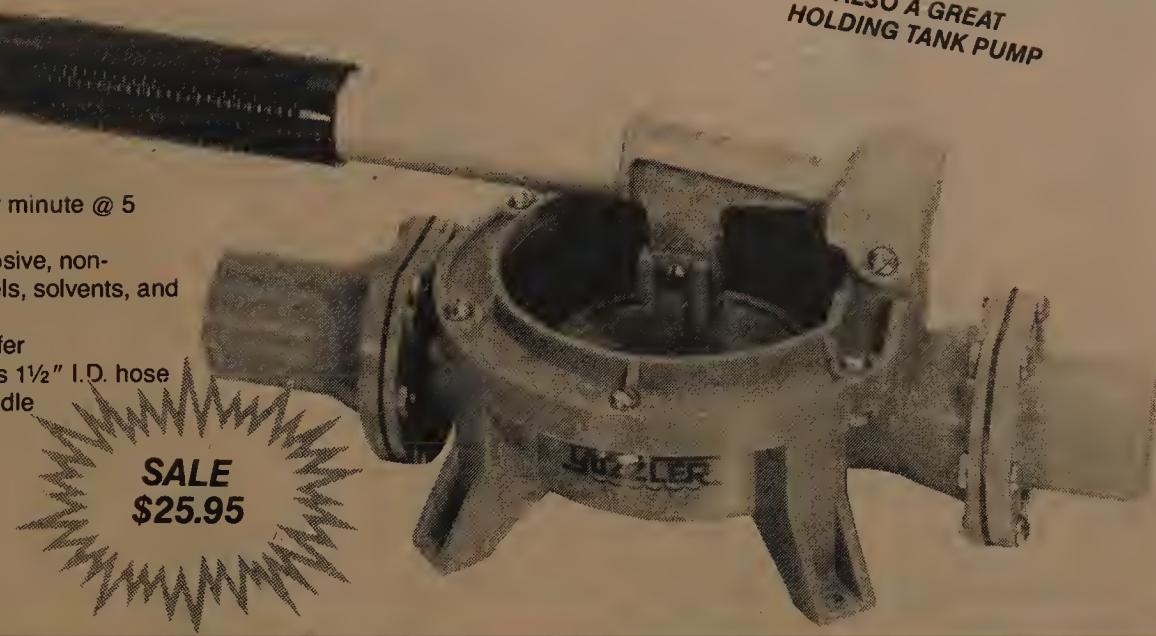
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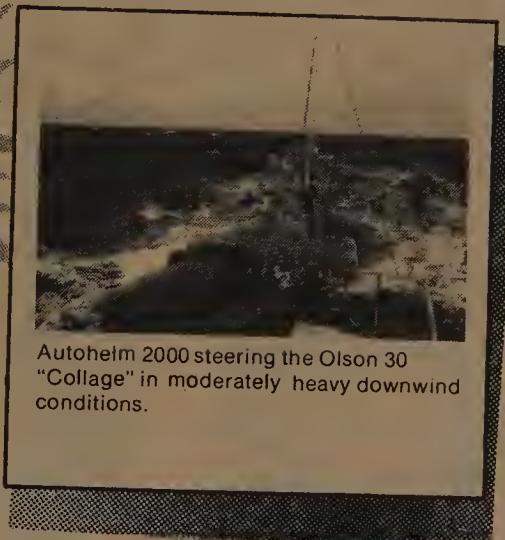
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SIGHTINGS

safe & sound

Sunday afternoon calls from the Coast Guard Rescue Center in Honolulu rarely bring good news, so it was with somber heart that we heard Don Jaccard identify himself as being with the agency.

Jaccard explained that he was calling to try and get information from us about a vessel named *Clin Jeska* that had apparently left Alameda for one of the Hawaiian Islands late in June. The father of one of the crewmembers, Pam Byrne, had reported the boat overdue. The father suggested that his daughter and her husband Jim had gotten crew positions on the boat through *Latitude 38*.

Jaccard explained that in such cases the Coast Guard begins action by issuing urgent warning broadcasts on Channel 16 and by putting similar requests for information at the end of local weather broadcasts. They wanted to initiate this procedure, but needed some solid information first; such as what kind of boat it was, how long it was, what color it was, how many people were on board, what port they were headed for, if they had radio equipment, etc.

Although greatly concerned about the situation, we were unable to provide any information. In passing we asked Jaccard how long ago the boat had left Alameda. When he told us 21 days we almost laughed; that's nothing for a passage to Hawaii, particularly when the winds on the Pacific had been rather light. Jaccard admitted that he personally didn't consider the boat overdue, but that Pam Byrne's father had been told that she'd be back to work on a certain day and it didn't look like she was going to make it. When a boat is reported overdue the Coast Guard must begin certain procedures.

Sensing a bit of an interesting topic, we inquired how many 'overdue' reports the Honolulu Rescue Center gets a year. Although he couldn't cite an exact figure, Jaccard estimated that 100 pleasure boat cases a year would be pretty accurate. And of these how many boats don't eventually show up? In the last year, he said, there have been two. One was a Hobie Cat that had sailed off Kauai in June and was never found. The other incident also involved a Hobie that — can you believe this — two men set off from California in last November with the intention of sailing to Hawaii. About five months later one of the cat's hulls was found northeast of Hawaii. All the other 'overdue' pleasure vessels had been accounted for, most of them discovered anchored somewhere or tied up in a harbor.

Feeling something of an obligation to the Byrne's parents, we called them and explained that 21 days is nothing to get to Hawaii, and that 30 days wasn't unusual either. We cited examples of boats that had taken 40 days to get to the islands, and even told them about Dawn Gaston's trip which ended up taking 73 days! Seemingly, they felt relieved.

Two days later we got another call, this one from Jim Byrne. He and his wife had not only made the islands all right, but they had already flown back to California and weren't going to miss work after all.

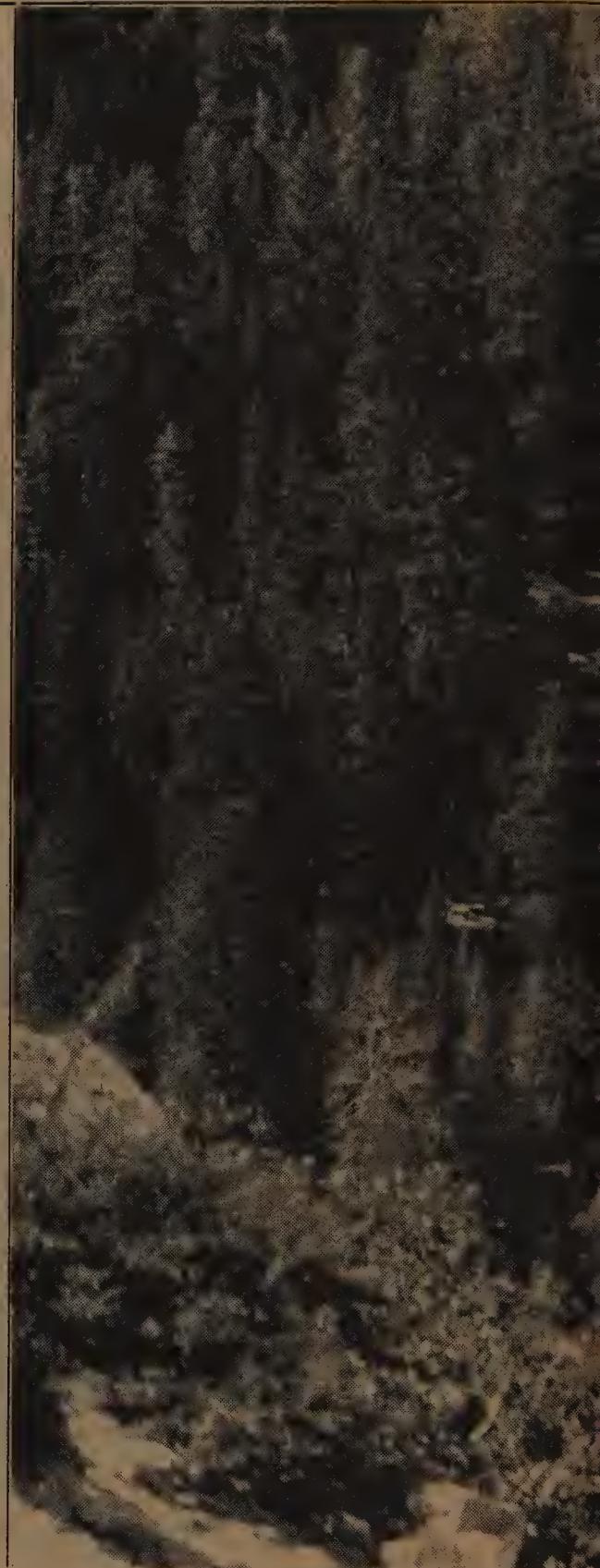
He explained that the compass on *Clin Jeska* — which turned out to be a DownEast 38 — proved defective out by the Farallon Islands, and that skipper Jessie Spivey prudently returned to San Francisco to get it fixed. That cost them a day.

Their trip actually took 21 days, the beginning of which was done at a very good clip. In fact for a period of three days they rode the tail end of a hurricane carrying just a triple-reefed main and no headsail. "We were doing hull speed all the time," Byrne recalls, "the wheel was vibrating like shit. It seemed like it blew as much as 60 knots." Things slowed down however, and they spent five calm days in the Pacific High.

Jim and Pam, who sail the Islander 24, *Pelagic*, out of Vallejo and race the Bay on a Columbia 26, both thought it was great fun. "We've got the fever now," Jim said speaking for the two, both of whom are nurses in Napa, "and we're looking to sail somewhere else next summer." They had gotten on *Clin Jeska* by answering a Classy Classified in *Latitude 38*.

Others making the passage on *Clin Jeska* — which was making its second TransPacific crossing in two years — were the owner's wife, Kathy; their

cont'd on next sightings page



mile high cruising,

china camp

For wooden boat sailors and those fond of partying on the water, don't miss the third annual China Cleat Cruise and Perpetual Trophy award on August 4th and 5th. This is not a race, so leave your competitive juices at home. Do bring outdoor play equipment such as beach balls, frisbees, inflatables and whatever. Also food for bar-b-cue and pot luck. Musical instruments, including rusty vocal chords, are also welcome.

There will be a rendezvous at the west end of Raccoon Straits (Buoy #3, flashing green



LAUREN RICHARD

emerald bay, lake tahoe

cleat cruise

four seconds) on the fourth at noon. The flood tide will help get you north to China Camp, just above McNear's Beach. There's a beach for shore excursions, as well as nearby Rat Rock.

On Sunday at 12:30, the China Camp Cleat will be raffled off to one of the boats present. The lucky winner gets to keep it for a year, at which time they get to organize the next cruise! Call Rick Cogswell for more information at 331-2938.

safe & sound — cont'd

seven-year old son, Clinton; Kathy Bergland, and navigator Tom Ransford.

The way we see it, there are two lessons to be learned from this incident. The first is to make sure friends and relatives know that ocean crossings very frequently are either delayed or turn out to be much slower than anticipated. Much, much, much slower. Coast Guard statistics bear out the fact that this is rarely cause for alarm.

Secondly, if a float plan isn't being filed with the Coast Guard, you should at least give one to friends and relatives. You can pick up such forms at many harbormasters or make one of your own. Simply list all the basic information: the boat name, the model, the length, the hull color, and identifying marks, the type of radios aboard and the call signs, the owner's name, the owner's address, the phone number of the owner's shoreside relatives, the date of

cont'd on next sightings page

SIGHTINGS

safe & sound — cont'd

departure, the primary and secondary destinations, the expected time of the trip, the type of emergency equipment carried, the probable course, the sailing experience of those on board — all that kind of stuff.

Such information isn't going to do anything for you if you're safe and sound, but it makes the Coast Guard's job 1,000 percent easier and can help ease the fears of family members. Even more important, it can really help the Coast Guard assist you if you do get in some sort of trouble.

quack, quack

"Carl Schumacher is the best f...ing designer in the world!" exclaimed Tiburon's Jim Robinson after his *Wall Street Duck* captured the San Francisco Perpetual Trophy on June 30th. The *Duck* is a custom 38-footer from the drawing board of Alameda's Schumacher that has enjoyed great success over the past two seasons. Robinson obviously credits much of it to his designer.

The victory, won over the 39-ft Alan Andrews-designed *Impact* from Balboa YC, was not only a great individual win for Robinson and those on the *Duck*, but also for Northern Californian sailors. Dating back to 1895, this match race has offered spirited competition for some of the best boats on the West Coast. After a three year winning streak by the St. Francis YC, the late Dave Fenix's Peterson 55 *Bullfrog* lost last year to John Arens' Frers 51 *Tomahawk* from Balboa YC. Their egos bruised, the St. Francis boys were eager to regain the cup.

They couldn't have picked a better boat than the *Duck*, which has been one of the Bay's best kept secrets. While winning two Danforth Series, a pair of Stone Cup divisional titles, and just about every race they've entered locally in between, they hadn't done well away from home or in front of an out-of-town audience. A broken rudder debilitated them during last year's TransPac. At the 1983 Big Boat Series they had to sacrifice a foot of rating in order to make the 30.0 ft IOR lower limit set by the race committee. They could do no better than an eighth with that handicap.

Even though his regular helmsman Chris Corlett was unavailable for the Perpetual Cup, Robinson didn't lack confidence. He received tremendous support from other St. Francis members, including an offer from 12 meter tactician and Finn sailor John Bertrand to steer the boat. "They [the sailors on *Impact*] didn't know much about us," says Robinson, "so they weren't too worried. They should have been."

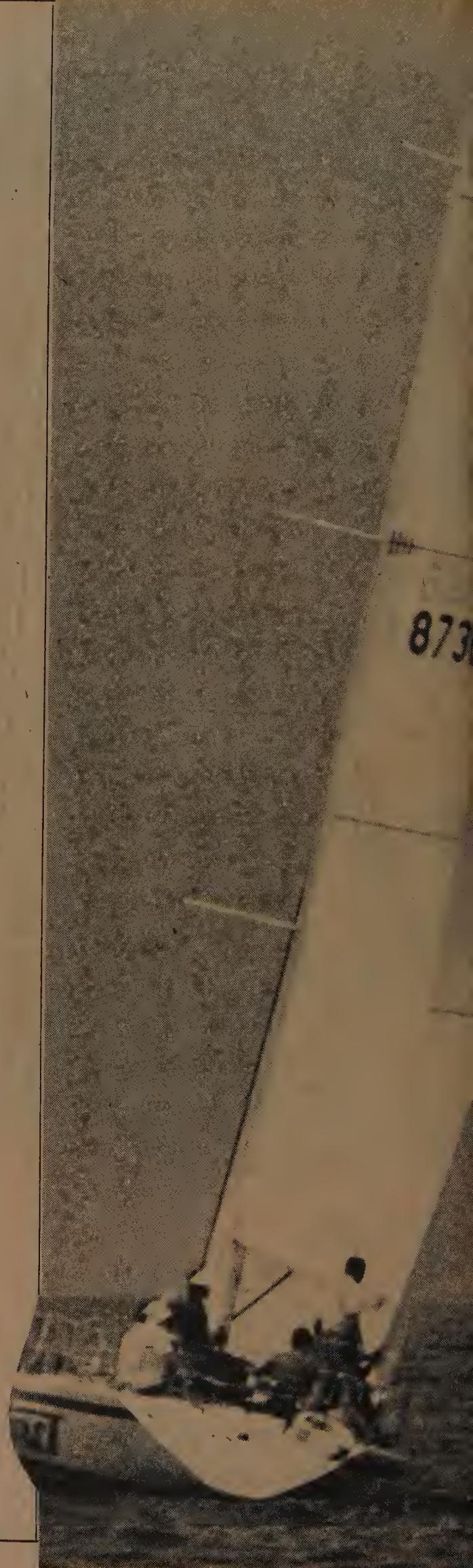
Match racing is one type of racing where being smaller can be an advantage, especially at the start. The *Duck* was more maneuverable than *Impact*, which is a foot and a half longer. "We did one circle with them and were on their tail," says Robinson. "At the gun we were both barely moving in the water and I knew they were dead meat." (See photo at right.)

Not only is the *Duck* smaller than *Impact*, it's also been designed with acceleration in mind. Sailing in a straight line, explains designer Schumacher, is only half the game. The other half of the time you're stopping or starting, especially in waves or puffy conditions. One of his main goals in drawing the *Duck* was to keep resistance low, especially at low speeds.

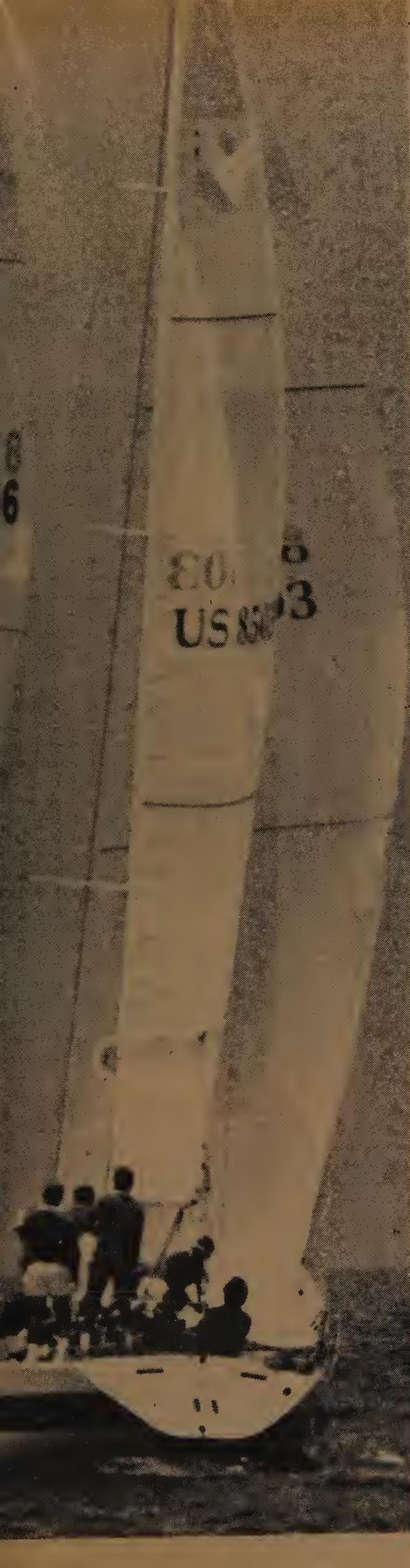
The philosophy worked perfectly, with the St. Francis boat pulling away quickly and taking the lead. The St. Francis crew, including Eric Baumhoff, Tad Lacey, Steve Jeppeson, Don Kohlman, Doug Holm, John Norheim, Bill George, Steve Bossi, Tommy Ducharme and Steve Baumhoff, kept *Impact* from overtaking them until the final beat. Kelp on the rudder didn't help the *Duck*'s speed at that point, and the Southern California boat slipped by the finish first. There was no way they could save their handicap time, however, and the trophy was on its way north.

Ironically, Schumacher's brother-in-law, Tom Wilson, was driving *Impact*. In fact, Carl grew up sailing on the Balboa YC docks, and one of his childhood sailing mates was *Impact*'s designer Alan Andrews. *Impact* is modeled

cont'd on next sightings page



quack — cont'd



after Andrews' *Allegiance*, another 39-footer that took second in last spring's prestigious SORC regatta in Florida. That's probably why the Balboa sailors weren't too worried about the *Duck* before the race.

"While I really wanted to toot the horn for Carl," says Robinson, "it's very nice not to have to sail against other boats he has designed. I find it amazing that so few people want boats from him." If the *Duck* keeps laying golden eggs like she has been doing, that may change rapidly.

special area plan

Over a year in the drafting, in June the Richardson Bay Special Area Plan was sent to the various government agencies affected by it: the cities of Sausalito, Tiburon, Mill Valley and Belvedere; also the County of Marin and the Bay Conservation and Development Commission (BCDC) — which had a heavy hand in the writing of it.

If passed, the Plan would limit how and where sailors could use their boats in Richardson Bay. It would drastically curtail the freedom to use this historical anchorage and would have the Bay declared a no-discharge area.

The Plan is controversial and has been the object of heavy criticism by many — but not all — houseboaters. There is widespread belief that the pollution issue is a phony — drummed up by the politically powerful to rid the county of the kind of lifestyle embraced by some houseboaters.

There has also been widespread criticism of the Plan by recreational boatauthors, many of whom feel this is the first step in a plan to require all boats to be hooked up to shoreside sewer and graywater outlets. There is also strong opposition to the limitations on anchoring in Richardson Bay and the limitations on how boatauthors will be allowed to use their boats. In the past, for example, retired people have come to live on their boats during the summer months in Sausalito. Under the Plan this would be against the law.

In order for the Richardson Bay Special Area Plan to become law, it must be passed by all the government agencies involved. The Marin Board of Supervisors and the city of Tiburon emphatically passed it. Other cities have it on the near-future agenda, and Belvedere and Mill Valley are expected to pass it also.

Primarily the Plan affects residents of Sausalito, and this is where the Plan faced the greatest obstacles. The Plan was referred to the Sausalito Planning Commission to study and make a recommendation to the Sausalito City Council. After two Planning Commission meetings, a representative of the County and a member of BCDC, on hand to see that it passed easily, were described as "apoplectic" because the Planning Commission was not satisfied with the Plan. One member of the Commission suggested that there had been plenty of studies on the Plan's impact on fish and dirt, but almost none of the impact on humans.

It is uncertain what the reaction of the Sausalito City Council will be to the Planning Commission's recommendation and to the Plan in general. It is believed three of the five Council members have at last some reservations on the Plan. Without the backing and approval of Sausalito, the Special Area Plan comes apart like a house of cards.

If all the government agencies do approve the Plan, it still must come before the Environmental Protection Agency for approval on the "no discharge" matter and before the Coast Guard on the issue of adding local ordinances to the General Anchorage regulations now in effect. If the Plan reaches this stage, legal challenges becomes a distinct possibility.

The matter has been portrayed in black and white terms in the general media. As simply a matter of government trying to stop people from shitting in the Bay, with none of the other important issues addressed.

changes in old mexico

During the last several years the Mexican government has slowly been
cont'd on next sightings page

mexico changes — cont'd

moving in a direction that makes cruising in Mexico a little less of a hassle. Two more moves have recently been made toward that end.

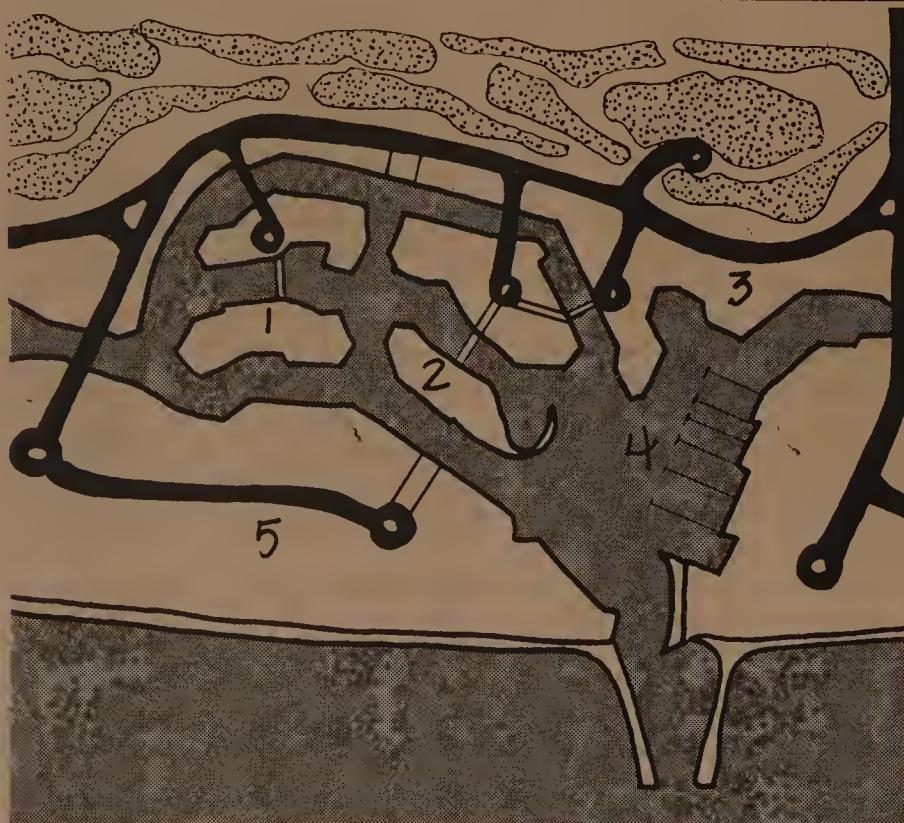
The first is that legislation has been passed that now allows boatowners to legally leave their vessels in Mexico while they return home to the States. Cruisers have often done this on the sly in the past, but the legality now takes a little pressure off everyone's soul.

The primary conditions of the new legislation are that the marina the boat is left in be a "bonding warehouse", and that it be in the States of Baja California, Baja California Sur, Sonora, Sinaloa, or Nayarit. These states are home to the most popular cruising grounds.

A second promising development is that the Mexican government has sold the rights to the development of the Nuevo Vallarta YC and Nuevo Vallarta Housing/Resort Development to an Austin Company. Tom Lockerbie of the Texas company told *Latitude 38* that all 320 slips at the location 6 miles north of the Puerto Vallarta airport should have been completed by the end of July.

The slips, which are located on two man-made islands on the canal-lined housing development, are to be equipped with dockside water and electricity. The slips will be available for purchase by Americans under a 30-year trust program. The price for a 30-ft slip is about \$20,000, about the going rate for berths on San Francisco Bay. Slips not filled with boats will be available to cruisers and other transients. A yacht club with a restaurant and bar are under construction.

This project — which is not the extension of the current Puerto Vallarta



Nuevo Vallarta Development. 1. Tennis Complex. 2. Nuevo Vallarta YC and 'world class' restaurant. 3. Marine yard with drydock. 4. Floating slips for 320 boats. 5. World class hotels, restaurants and lounges.

Harbor — was started some 4 years ago by past President of Mexico, Luis Portillo. About 100 homes along the 2.5 mile beachfront have been sold to Americans, about half to Mexican nationals.

Banderas Bay, on which Puerto and Nuevo Vallarta are located, is considered to have one of the more pleasant and consistent sailing breezes in Mexico. The Bay stays warm year round and has never been hit by a hurricane. For folks cruising Mexico and wanting a summer break before head-

cont'd on next sightings page



first the eggplant that

californian

The good news is, the tallship *Californian* should arrive in the Bay Area sometime during the last week of August. The bad news is, don't hold your breath.

Actually, it's not as bad as all that. After participating in a very successful Fourth of July celebration in which she circled Los Angeles and Long Beach Harbors amid fireworks and a flotilla of small craft, the cutter returned to San Diego for final completion before she begins her maiden voyage.

That official maiden voyage, which will include 14 ports of call on her way back south, is scheduled to commence from Sacramento on September 4. (She's due into the capitol



LATITUDE 38/RICHARD

ate Chicago, now this.

on September 1.) As with all sailing ships since the dawn of time, though, that schedule is tentative. In fact, according to a spokesperson for the sponsoring Nautical Heritage Museum, everything regarding the *Californian* is "on hold" at the moment pending her compliance with certain Coast Guard regulations.

We'll try and be more specific on arrival times in the next issue, but if you won't get it in time and want to sail out to greet *Californian* as she sails through the Gate, give Dana Point's Nautical Heritage Museum a call later this month at (714) 661-1001 for an update on her status.

nuevo vallarta — cont'd

ing on to Costa Rica or the South Pacific, Nuevo Vallarta may be worth checking out. The same applies for those wanting to leave their boat in Mexico permanently.

Tom Lockerbie, who is in charge of marketing the slips and condos, can be reached at (512) 835-6605.

problems in paradise or the lahaina rampage

In the early morning hours of June 25, an Australian sailor on leave from his ship anchored in the Lahaina roadstead, having spent too much in the bars or on whatever else may be available in Lahaina, determined to steal a boat. His reasons are still unclear. Dave Russell, skipper of the Lahaina charter boat *Sea Wolf*, describes the ensuing chaos.

"This Australian sailor broke into another charter boat, the *Aerial*, a 44-ft *Pacemaker*," Russell reports. "He must've been familiar with boats, because he found the master switch and got both engines started, let the lines go,

cont'd on next sightings page

Lahaina rampage - cont'd

pushed the throttle full ahead — two 300 hp Detroit diesels at full rpms — and slammed it into gear. It took off like a shot. Well, what he didn't know was that the boat was being worked on and the hydraulic steering was disconnected. So he couldn't steer and the boat went straight across the harbor and up onto the seawall. A guy on a boat next to all this looks up at this Aussie sailor on the flybridge and says, 'Get off of there; you're going to hurt somebody.'

"The Aussie says, 'Fuck you mate,' slams it in reverse and goes back across the harbor backwards — about eight knots I'd say — into the bow of the *Jude Ann*, a 44-ft trawler, lifts her three feet out of the water and splits the transom open on *Aerial*. He slams the throttle forward and takes off across the harbor at a different angle, shears off the transom of a 60-ft trimaran, *Trilogy*, then ran into our stern, which pushed *Sea Wolf* against the others in a domino effect. The impact with my boat knocked him from the flybridge to the foredeck and he jumped off of the *Aerial* into the harbor. Now *Aerial* is taking off down the harbor all on its own. It sheers off 10-12 lines of the boats moored Tahiti style and impales itself on a Grand Banks 52. By then everyone's awake, and someone jumped on and throttled back. *Aerial* was destroyed, totalled from the cabin forward. Now, when you dig a big hole like that in the water — well, it gave off a stern wake that pushed 133 boats up on the seawall, just like a tidal wave had done it. They're laying all over, tangled masts, snapped rigging, broken spreaders.

"Meanwhile, sailor boy climbs over the seawall, crosses the reef and swims out to a charter boat, the *Broadbill*, moored about 350 yards offshore, gets it started, and he takes off again. The *Aerial III*, with a Maui police officer onboard, gives pursuit. The Aussie comes out of the dark with no running lights and tried to ram them. He spends the next hour roaring around trying to ram the five to six boats trying to stop him."

When later questioned whether he really intended to ram the boats, the sailor replied, "Sure. They were chasing me. I wanted to get rid of them."

At dawn he was spotted near Lanai, and with the pursuers close behind, drove over the reef, grounded *Broadbill* on the coral with engines still wide open, and ran into the keawe trees.

"By now this guy has crossed two reefs and a rock seawall covered with bottles, chains, cables and old beer cans, and he charges into trees covered with thorns. It's like running into a rosebush," says Russell. "We lost him then," he adds. By 7 a.m. the Lanai police finally had him in custody.

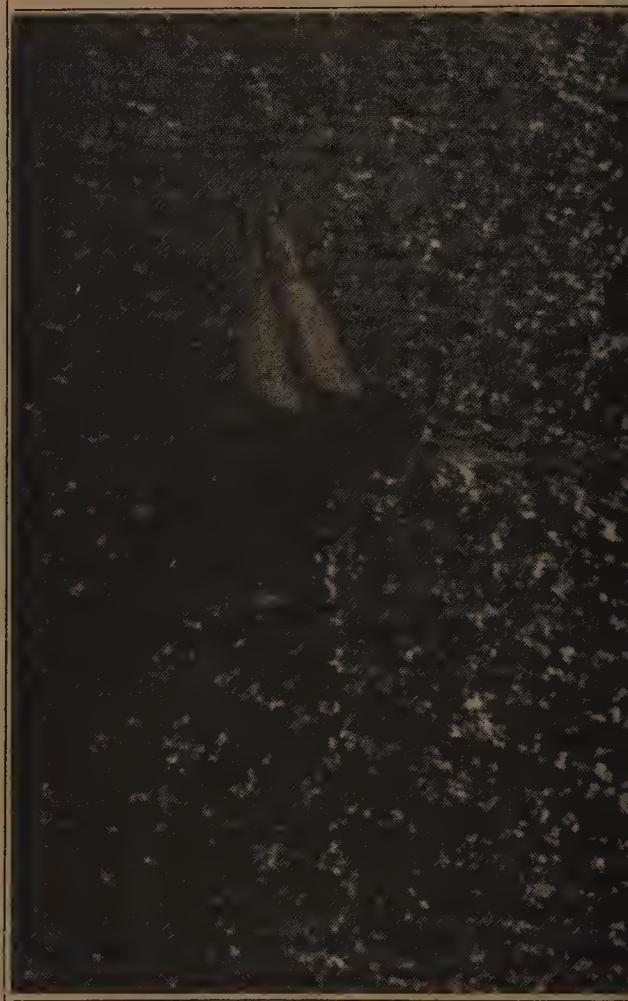
So who's going to pay for the Lahaina rampage, for the actions of one sailor who damaged 17 boats and put ten charter boats out of commission? The captain of the supply ship and the Australian Consul, at their first meeting with those involved, accepted no responsibility. Says Russell, "Insurance companies, generally speaking, will pay for the damages, but, you know — when a boat's hit that hard it may never be the same. *Aerial*'s a total, *Broadbill*'s a total. I can safely guess there'll be \$3 to \$4 million in claims. We've got 25 people directly out of work, and then there's the support groups, the guy who makes the lunches, the girl who sells tickets, the guy who sells 1,500 gallons of fuel every day in Lahaina harbor. We'll lose \$200,000 in gross revenues for the month. That's a lot money that's not going to move around."

"Now I'm not blaming the Australian Navy or Australians," he adds. "They're great people, and there are rip-roaring, fun-loving sailors everywhere, but I am a little irritated by the attitude of their government, because, basically, they told us — 'it's your problem'. I'd say," adds Russell, "that right now Lahaina would not be a very nice place for an Australian cruising boat to visit."

— annie sutter

under genevieve's cloud

When Jack McKay got caught in hurricane Genevieve off the coast of
cont'd on next sightings page



the scam

Roger McLain of Emeryville wants boat-owners to be wary of a couple of young men who bilked him out of \$150 recently while portraying themselves as qualified boat workers. McLain owns the Ericson 27 *Decision* and was approached by the two fellows on July 12th. They offered to polish his brightwork and work on his teak. Quoting him a price, they asked for \$30 up front to buy materials, saying they would return the next day to do the job with a third worker. McLain agreed, and paid the advance with a check. The two said they wanted cash the next day and McLain said that was okay.

On Friday the 13th, McLain came down to the boat after work, arriving about 4 p.m. The trio were progressing to the point that he felt he could pay them and leave in order to beat the Friday rush-hour traffic. He then left and returned the next morning to find that no work had been done after he had left on

marina improvements

The California Boating and Waterways Commission recently gave the go-ahead for several marina improvement projects around



what am

Friday.

McLain was able to locate the third worker, but he too had been conned and hadn't been paid for the work he did. They tried calling the phone number one of the pair had given them, but found it went to an unoccupied office. The \$30 check had been cashed in at a Pleasanton bank, but offered no more clues. In talking with other boat owners at Emeryville, McLain discovered that one had lost \$300 the same way and a third had been swindled out of \$500! In a week's time he estimates the two could have made between \$3,000 to \$5,000.

The two perpetrators are described as being about 25 years old and both 5'9" tall. One weighs 170 pounds and has black hair while the other is about 210 pounds and blond. Notify your harbormaster if you think something funny is going on in your marina.

approved

the state. Northern California projects approved at the July 20 meeting include:

cont'd center of next sightings page

genevieve's cloud - cont'd

Mexico this July in his Mariner 40 ketch, he wasn't scared, he was pissed. He had promised his wife that he would keep their seven-year old son out of severe weather with Cloud 9.

The incident — which turned out well — began in early July when Cloud 9 departed Acapulco for Manzanillo, the latter being more or less her homeport during the last four years of cruising Mexico and Central America. June through the end of October is hurricane season in Mexico, so naturally McKay closely monitored the weather.

During the passage, McKay, his son Peter, and 28-year old novice sailor Dan Richards of Minnesota put into Zihuatanejo to replace a fuel pump. It took four days to complete the work and each of the first three days McKay checked the weather with a nearby Mexican Navy vessel. But in the hustle and bustle of trying to finally leave town, he didn't get a weather check the last day. It didn't look necessary; the wind was from the northwest and everything appeared stable.

Cloud 9 left Zihuatanejo under full sail for Manzanillo some 150 miles northwest. Soon the wind started to come from the south and increase in strength. Abeam of Lazaro Cardenas — a steel port that doesn't show on many charts — the wind was up to 25 knots and the seas were building. McKay thought about taking the inflatable dinghy aboard and putting into Lazaro Cardenas, but then a Mexican freighter radioed them, "Don't worry, you'll be out of this in 30 minutes." Not stopping turned out to be a decision that was later regretted.

The next radio contact, with a Dutch freighter, was just two hours later. "You guys are in for a good one," the crew of Cloud 9 was told. "It's called hurricane Genevieve." Some 150 miles away, it packed winds up to 120

cont'd on next sightings page

genevieve's cloud — cont'd

knots and its center was moving toward them at ten knots.

Having passed the last good shelter for over 100 miles, McKay drove his boat out to sea. Even though the wind was coming from far aft, the ketch rounded up, and took a knock-down. As a result the main tore at the reef points, leaving just shreds hanging from above the spreaders. Actually the shredded main proved to be just the right amount of sail in combination with the storm jib. Thus powered, the wood ketch charged ahead at eight knots.

Naturally the water and air temperature were warm, which helped. But the wind was blowing a steady 40 knots with gusts up to 60. The seas were huge, McKay estimating them at 30 feet with the very largest at what he can only believe to be 40 feet. The scariest part was periodically being able to see the turquoise light of the moon through the waves.

Having had experience running in big waves during a crossing from La Paz to Puerto Vallarta a year ago, McKay reports everything was fine as long as he kept the stern from spinning out. If that happened, the boat would end up beam to the next wave and be in real trouble. Feeling he alone had the experience and skill to drive the boat in such conditions, he had to stay at it for 18 hours straight.

Young Peter McKay had slept through the beginnings of the hurricane winds. When he looked out the companionway the following morning, he had to glance up at a 45-degree angle to see the tops of the waves. His jaw dropped open. He was restricted to the inside of the cabin for the duration of the bad weather, but his father reports that the youngster was less concerned than he. "He thought it was a neat experience, sort of like going to a ballgame."

Jack McKay feels it wouldn't have been so bad either if he'd had three or four experienced rough weather sailors to spell him from time to time. It might have even been fun. But after 16 hours or so at the helm, the fatigue was taking an awful toll. Like all kids, young Peter was asking a lot of questions, and Jack was unable to keep from getting short with him.

The fatigue also made everything seem depressing. Everything was scattered all over the cabin floor, the refrigeration had gone out, the voltage regulator had been fried and with it all chance of recharging the batteries or restarting the engine. Not only that, but the dinghy had been blown away.

After considering the state of things, Jack headed the boat back toward land and the protection of Punta Cabeza Negra, some 20 miles ESE of Manzanillo. They spotted the cove at 6 p.m. and were able to get the hook down by 8 p.m. Fortunately the hurricane had continued on a straight line path — while the coast at Cabeza Negra turns inland. Thus the winds in the anchorage had dropped to 25 knots, even though the swell remained heavy. Like Fausto that had preceded it, Genevieve proceeded all the way up to the tip of Baja Sur — awfully far north for a hurricane this early in the season.

After resting up and getting the boat back in order, Cloud 9 sailed to the Las Hadas harbor across the bay from Manzanillo. McKay plans to stay there the rest of the summer, finding the weather in Manzanillo less humid and less rainy than in Zihuatanejo or Acapulco.

Of course by staying in Manzanillo, Cloud 9 and the other sailboats there — Aphrodite, a Lapworth 50; Oceania II, a Peterson 44; and Jenny, a Swan 55 — all face the near certainty of more hurricanes in the region. There were 19 tropical storms (winds of 35 knots) in 1982, 11 of which developed into hurricanes in the northeast Pacific. In 1983 there were 21 tropical storms, 12 of which developed into hurricanes in the same region. To date this year, there have been seven tropical storms, four of which developed into hurricanes.

Hurricane season in the northeast Pacific is considered over by November 1. It is usually ushered out by one or two very strong hurricanes.

tough year

This has been a tough year for sailors. At the end of March, talented
cont'd on next sightings page

marina

- Lake Nacimiento (Monterey County) A \$242,000 grant to Monterey County to improve the existing boat launching facility on the south shore of the lake. Construction is slated to begin in October of this year and be completed by the summer of 1985.

- Pillar Point Harbor (San Mateo County) The first phase of the San Mateo County Harbor District plan to install 299 berths and complete shoreside reclamation is already underway. The Commission okayed a \$2 million loan to complete phase two.

- Vallejo Marina (Solano County) A \$600,000 loan to the city of Vallejo to expand the existing city marina to include 277 new berths. This loan is the first phase of a state funding project proposed to total \$6.5 million. The design stages are scheduled to be completed by mid-1985 and construction is to begin late next year.

- Antioch Marina (Contra Costa County) A \$2 million loan to the city of Antioch to develop a new 269-berth marina northwest of downtown. This is the first

new course for

In the latest phase of her long and interesting career, one of the Bay Area's best known tall ships, the *Stone Witch*, has gone non-profit.

The 54-ft ferrocement topsail schooner, which has become a member of the American Sail Training Association, will launch a



grants — cont'd

phase of state funding that is projected to total \$5.5 million. Again, the design stages will be completed mid-1985 and construction will begin late 1985.

- **Owl Harbor (Sacramento County)** A \$175,000 loan to Roy Gustavson to expand and improve Owl Harbor, which is located on the Sacramento-San Joaquin Delta. Funding for the project is available from the State Assistance Fund for Recreational Marinas, which provides subordinated loans to private marina owners in cooperation with agencies of the federal government. This project is due to begin in September of this year.

- **George Lowy Marina (Contra Costa County)** A \$45,000 planning loan to the city of Pittsburg to study the feasibility of constructing a third marina basin (with 100 to 140 slips) near the existing 486-slip municipal marina and prepare an environmental impact report for the proposed project. The loan is due for disbursement by the end of June, 1985.

the stone witch

pilot program for their youth sail training school this month. The San Francisco Police Department Youth Group will sponsor the first sessions during the weeks of August 6 and August 27. Five teens, one police officer and two *Stone Witch* crew will spend three days aboard the square rigger in the Bay, during which time they'll be exposed to sailing lessons, small boat handling, coastal navigation and the sailor's arts. A day on San Francisco's waterfront will acquaint the young people with maritime history and careers available in the maritime industries.

Next summer, the youth sail training program is scheduled to expand into a ten-week session in which 50 to 60 teens can participate. Although several similar sail training programs operate on the East Coast, *Stone Witch* is the only ship in San Francisco Bay that is currently offering this program.

"Many young people may have a calling for the sea but have never had the chance to get on a boat," says *Stone Witch* captain Alan Olson. "By sharing our love of the sea and the sailing lifestyle, we hope to help them chart a new course on the water."

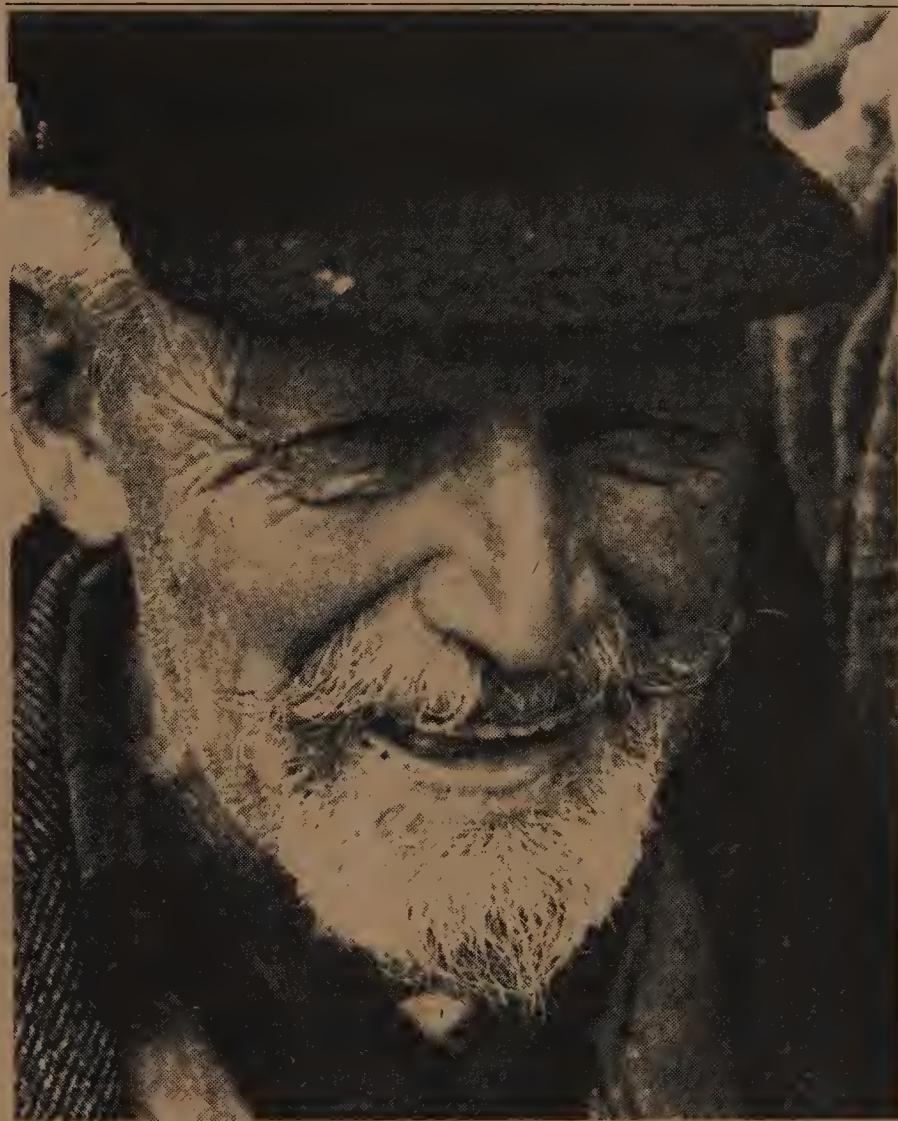
The *Stone Witch* asks that interested persons who want to become part of the youth program call 431-4590. Donations to the program (*Stone Witch*, Pier 33, San Francisco, Calif. 94111) are also welcomed.

— merlyn storm

tough year — cont'd

marine artist and ocean voyager Lyle Galloway was killed while sailing in a race off Newport Beach. In May, successful Grand Prix yacht racer Dave Fenix of Belvedere met his end in a powerboat accident on the Bay. On July 11th, one of the true "old salts" passed away when Spike Africa, 78, succumbed to illness at his home in Kirkland, Washington.

Known as the "President of the Pacific Ocean", Africa spent at least two



President of the Pacific Ocean.

decades of his illustrious life in the Bay Area. He was unofficial host of the no name bar in Sausalito, where he held court recounting stories of his adventures. Born on an Ohio farm, he went to sea as a teenager on the lumber schooner K.V. Kruse and plied the waters of the Pacific. After commercial sailing died out, he worked at other maritime occupations. In the 1960's he settled in Sausalito, carving scrimshaw in a shop above the no name and becoming one of the town's more colorful characters. "One of his favorite expressions was 'Let's launch a Cutty!'" recalls sailmaker Jim Leech, who shared a few drinks with Spike over the years.

One of Spike's more celebrated adventures was aboard actor/writer Sterling Hayden's 96-ft schooner, *Wanderer*. Embroiled in a child custody melee, Hayden took off for the South Pacific with his offspring. Spike served as mate, and he was accompanied by his wife Red and their small children, Kit, Dana and Dede. Hayden's ex-wife charged Spike with child-theft upon their return, but the charges were later dropped.

An inheritance of a house in Washington by Spike's wife led to their move north in the early 1970's. He returned to the Bay Area after that to serve as

cont'd on next sightings page

tough year — cont'd

consultant for the Ancient Mariner-Rusty Pelican restaurant chain and even had a restaurant named after him in Alameda's Mariner Square. He eventually went into semi-retirement in Washington, working on fine macrame rope work, among other projects.

One August 5th, Spike's ashes will be scattered from Harold and Anna Sommer's pilot schooner *Wanderbird*, sailing out of Sausalito. Sailors who wish to pay tribute to him are invited to join in the procession. Just watch for the two-masted schooner headed towards the Gate to take the President of the Pacific Ocean back home.

anchovy attack

Like the swallows to Capistrano and the Monarchs to wherever, the anchovies came back to Santa Cruz this year. Only on July 21 they didn't come to impress tourists. They came, died by the millions, stunk to high heaven and drove the tourists, and some panicky boaters, away.

No one knows quite why the little sardine-like fish go through this lemming-like routine every few years. They may be driven in by predators; they may be looking for food or warmer water; or, as port manager Brian Foss observes, "they just might not be too smart".

Anyway, so many of them clog the harbor that they use up all the oxygen in the water. As the air gets thin, they panic, which uses up more oxygen, and eventually die. Then they start cooking. The decomposition, fueled with the warmth of the sun and the relatively inefficient tidal exchange in Santa Cruz, "uses up oxygen like mad", in the words of one authority — and makes for a terrible mess that can harm boat finishes and hardware.

Boatowners should note, however, that if they take precautions [see next article], they can eliminate, or at least minimize, damage done by "Santa Cruz anchovy chowder". Still, it causes logistical nightmares for port authorities. As of this writing, three countermeasures were underway in Santa Cruz: pumping air into the water to save what anchovies (and other harbor life) that were left; removing the tons of anchovy carcasses, which the Salinas Tallow Company is rendering into fishmeal, fish oil and candlewax; and netting the live fish as they approach the harbor and dumping them back out at sea.

"Commercially," says Foss, "there's nothing else you can do. There are just too many of them. How many Caesar salads or pizzas can you make?"

anchovy myths

Well, to begin with, if you keep your boat clean, dead anchovies probably won't do any long-term damage to it. That, at least, is the opinion of Richard Schaus, a retired chemical and metallurgical engineer whose personal, post-retirement interest and study has centered on marine corrosion. A lot of people thought otherwise when this year's batch of anchovies went belly-up in Santa Cruz Harbor. About 40 boats departed to avoid the obnoxious odor or to avoid the "damage to paint" many area news organizations reported was caused by the decomposing fish.

Schaus doesn't know why the anchovies came (no one does), but he does know the effect their decomposing bodies have on boats. Starting from the keel and working up, here are some of his observations and suggestions for dealing with Santa Cruz fish chowder:

Bottom — The two most notable characteristics of hydrogen sulfide, the result of the decomposition, are its pungent, "rotten egg" odor and its corrosive properties, especially to copper, lead and, to a certain extent, stainless steel.

Because the anti-fouling agent in nearly all bottom paints is copper, this soup will turn virtually all anti-fouling bottom paint black. "At that point,"

cont'd on next sightings page

we're open

The long awaited opening of the new 350-berth Benicia Marina took place on June 30th with the ceremonial ribbon cutting by Mayor Marilyn O'Rourke. It took years of planning and months of furious negotiation to get there, but the city and marina operators finally got their act together. They both look forward to smooth sailing in the future.

john

Two and a half months after the last race of the U.S. Finn Olympic Trials, a winner has at last been determined. At least we think one has. In a case with more twists and turns than a breakdance routine, it appears that John Bertrand of Sausalito has finally emerged as the American representative in the singlehanded sailing class.

When we last left the Finn Drama in June, Bertrand had been reinstated as the U.S. Finn choice by the U.S. Yacht Racing Union (USYRU). This action came after a special review board hearing on June 13th which gave Tiburon's Russ Silvestri the nod. The USYRU decided that the review board had no jurisdiction to make a decision and thereby nullified it.

Silvestri then appealed to the U.S. Olympic Committee in the beginning of July. He claimed he was unjustly disqualified from the Finn Trials for crossing the starting line early in the last race in order to cover Bertrand and prevent him from winning the final race. The USOC then passed the ball to the American Arbitration Association (AAA) in San Francisco. A hearing was held on July 13th with arbitrator Rod Park presiding. Park is vice chancellor of U.S. Berkeley and a veteran ocean and Bay sailor. His decision went in Silvestri's favor on the basis that throwing Russ out of the whole series for his behavior in the last race was excessive. An elated Russ Silvestri flew to Los Angeles the next day to sign on the American Olympic team.

While many thought the AAA proceedings would be binding, the USYRU pursued the case, filing complaints in court and appealing to the International Yacht Racing Union (IYRU). One of the main points of contention was that Bertrand himself was not represented at the arbitration. On July 18, a San Francisco Superior Court vacated Park's decision and ordered new arbitration. The IYRU backed the USYRU and their choice of Bertrand.

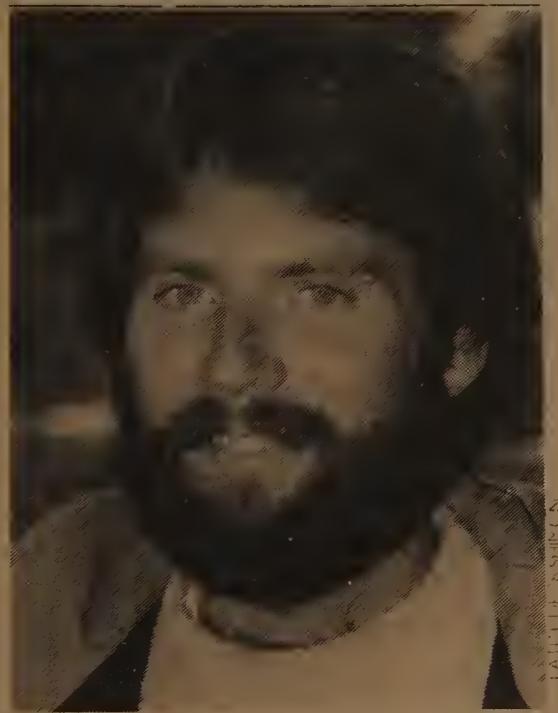
The final showdown came on July 25th in Denver, Colorado. Both Bertrand and Silvestri and their legal counselors were pre-

for business!

Located at the doorway to the Delta, the Benicia Marina will feature fuel dock facilities, a boater service area, boat ramp with hoist, and guest berthing at a rate of \$.20 per foot per night for side ties and \$.25 per foot per night for a slip with electricity and water. Permanent berthing is available at \$4.75 per foot on a monthly basis.

bertrand

sent, as was New Jersey's Buzz Reynolds, who was first in the regatta after Silvestri's DSQ, but who moved down to second when Bertrand received redress from the race committee. Conducting the proceedings



John Bertrand.

were three arbitrators from the AAA: Daniel Hoffman, dean of the Denver School of Law, Arthur Silcox and William Cabral. The latter two are both experienced Star sailors. All parties agreed that the outcome would be binding.

For 19½ hours this group met and at 4:30 a.m. on July 26th they ruled that the results of Bertrand's original protest stand and that the grant of redress was proper. That makes Bertrand the U.S. Finn representative. With only five days until the first race on July 31st, John flew back to L.A. to prepare for his Olympic challenge.

"This has been an unbelievable experience," says his brother Tony. "I just hope the epilogue to all of this is that John wins a Gold Medal." It will be a most difficult task. Considering the route he had to take to get to the Games, though, it might be relatively easy.

myths — cont'd

says Schaus, "the boat owner panics, files a claim with his insurance company and repaints the bottom of his boat."

In reality, however, this change in the bottom paint composition from copper oxide to copper sulfide could be beneficial. "Copper sulfide is more soluble in sea water than copper oxide," Schaus says. After the last "fish soup incident", Schaus monitored the effectiveness of his bottom paint for a year and found it "had less growth on it than it got with the regular bottom paint". For the information of boat owners who also do not repaint, the bottom composition reverts back to its original color and composition in about six months anyway.

Waterline and Topsides — Not so lead paint used for topsides. Gaseous exchange between the water and air will turn the topsides of any boat painted with lead-based paint black and there's nothing you can do but repaint. On the other hand, few boats these days are painted with lead-based paint and the hydrogen sulfide will not harm the newer paint or varnish finishes. Schaus recommends that boaters scrape gunk off their waterlines daily with a plastic scraper of the type used to scrape ice off windshields or apply bondo to car bodies. Then wash the oily residue off topsides and waterlines with fresh water.

Hardware — Hydrogen sulfide in the air causes chrome to "peel off like a decal" within a few days — less for cheap chrome — if it is not cared for. Bronze forms a non-harmful grayish patina that polishes off. Stainless suffers a relatively slow and all-but-undetectable form of oxidation called "concentrated cell corrosion", which is also preventable with daily care. To get all deck hardware through the "fish soup crisis", scrub it all with a nylon scrubber (such as Scotch Brite) and mild detergent. (You need go no higher than you can reach on stainless shrouds), then rinse with water and coat with LPS 2, LPS 3 (heavy duty), or WD-40.

Boaters who motored out "in the thick of things", so to speak, may have done the most harm to their boats, Schaus says. The soupy, oily gunk in the water can restrict engine cooling, and the resulting hotter-running engine can cause deposits to "cook" onto the sides of cooling pipes and plug small internal passages. He suggests back-flushing of cooling systems to owners who did use their engines.

If your boat is caught in Santa Cruz during an "anchovy attack", the best advice is to leave it there, wash it down at least once a day and don't run the engine until the harbor department cleans up the mess. You might also want to go somewhere else between the washdowns so you can breathe.

montezuma slough revenge

Who here remembers Montezuma Slough, the 22-mile ribbon of water that Deltaphiles used 30 years ago as a refuge from the treacherous Middle Ground of Suisun Bay? Back in the 1950's, boaters returning from the Delta took this detour even though it was eight miles longer than the Middle Ground route from Pittsburg to Benicia. The slough offered gentler wind and waves, and also featured a selection of fine anchorages for an overnight stop off.

All that changed in December, 1960, when a fixed bridge replaced the cable ferry that used to service the duck hunters eager to get to the Grizzly Island Marsh game preserve. Boaters, led by the Pacific Inter-Club Yachting Association (PICYA), had howled in protest. They pleaded with the Department of Fish and Game (DFG), builders of the bridge, located at the northernmost point of the slough, to at least make it high enough so sailboats could pass underneath. The state agency paid them no heed. PICYA even filed a lawsuit to block the span, but that too failed. It was a bitter battle that left a sour taste in many Bay Area sailors' mouths.

The spectre of that incident has risen again, and some of the emotions that

cont'd on next sightings page

montezuma — cont'd

were buried almost a quarter of a century ago are surfacing once more. This time the state, specifically the Department of Water Resources (DWR), wants to build a dam at the east end of the slough. This structure would act as a giant check-valve to control the flow of salt and fresh water.

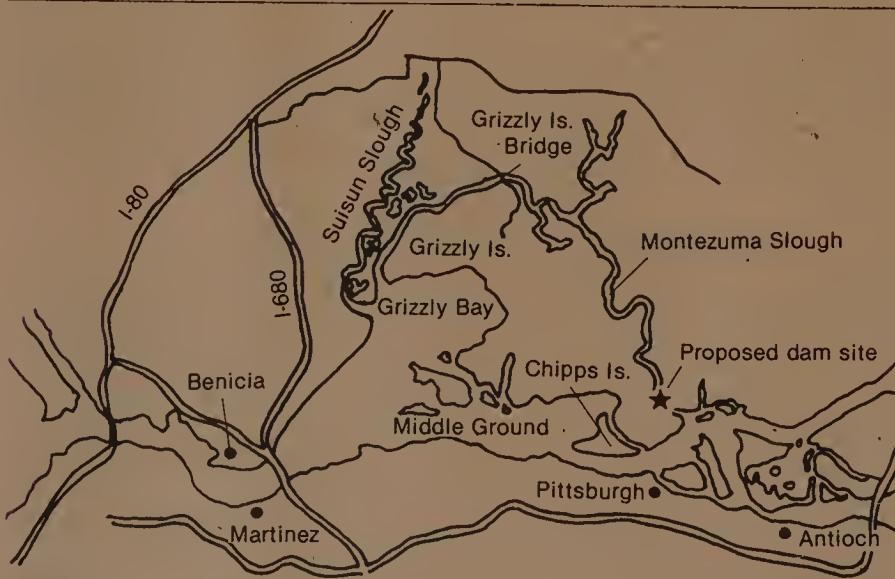
Why do we need to monitor the water quality now after nature has done such a good job for thousands of years? It seems the siphoning of fresh water from the Delta to Southern California has imperiled the delicate ecology of the marshes bordering the slough. The state has been collecting a tax for the water shipped south and the fund now reportedly totals up to \$50 million. Using some of it to build the check valve would be mitigation for the degradation of the marshes.

Provisions for boats that want to enter the slough have been made, although they are anything but ideal. A 20'x70' boat lock would be built next to the dam and it would require someone to open and close the gate while the check valve was in operation. It would be, in other words, another impediment to navigation.

The PICYA, as well as the Cruising Club of America (CCA) and the Coast Guard, feel this is adding insult to injury in light of what happened in the late 1950's. They, in turn, are asking that the boating public be mitigated in turn and that the Grizzly Island Bridge now be converted into a moveable span. The bridge was originally built with a removable center section, so the argument is that it wouldn't take much to make the modification. Montezuma Slough would once again become navigable for sailboats from one end to the other and would provide an easier alternative to slogging through the Middle Ground.

The Department of Water Resources contends that they weren't the ones who built the bridge in the first place, so they shouldn't have to change it now. Besides, they say, hardly any sailboats use the Slough anyway, so why change the bridge? Shades of Catch-22.

The plot gets messier after that. The DWR needed a permit to build the dam and managed to get the Bay Conservation and Development Commission (BCDC) to issue one without public hearings. The BCDC was able to do that by classifying the project as "minor", but at an estimated cost of \$21.5 million, that hardly seems the case. The Army Corps of Engineers also needs



Montezuma Slough.

to give the DWR a permit, and they're not planning on being quite as lenient. The DWR's formal application for the permit hadn't been received as of press time, but once it is the Corps of Engineers will put out a public notice and allow a 30-day comment period. If there's enough response to warrant it,

montezuma — cont'd**watching the bertie**

July 11 was a big day for Peter Bailey, and for both the Berties in his life. After 8½ years of building his boat and "raising a family," Bailey watched as his grandmother, Bertie, smashed the honorary bottle of champagne against the boat named for her, and *Bertie* was lowered into the water for the first time amidst the well wished of friends and family.

Many of the lines for *Bertie* are taken from *Spray*, the boat in which Joshua Slocum made the first-known circumnavigation in the three-year period between 1895 and 1898. Bailey modified *Bertie's* stern, however, to be more reminiscent of a Baltic trader. Built at Sausalito's Gate 3 Boat Co-op, *Bertie* is 39 feet overall, 14 feet, 8 inches in beam and is 2 inches short of a 5-foot draft. The boat displaces 13½ tons.

Bailey hopes to have *Bertie* ready within the next three months for a three-month shakedown cruise to Cabo, Hawaii and back home.

they'll call for public hearings.

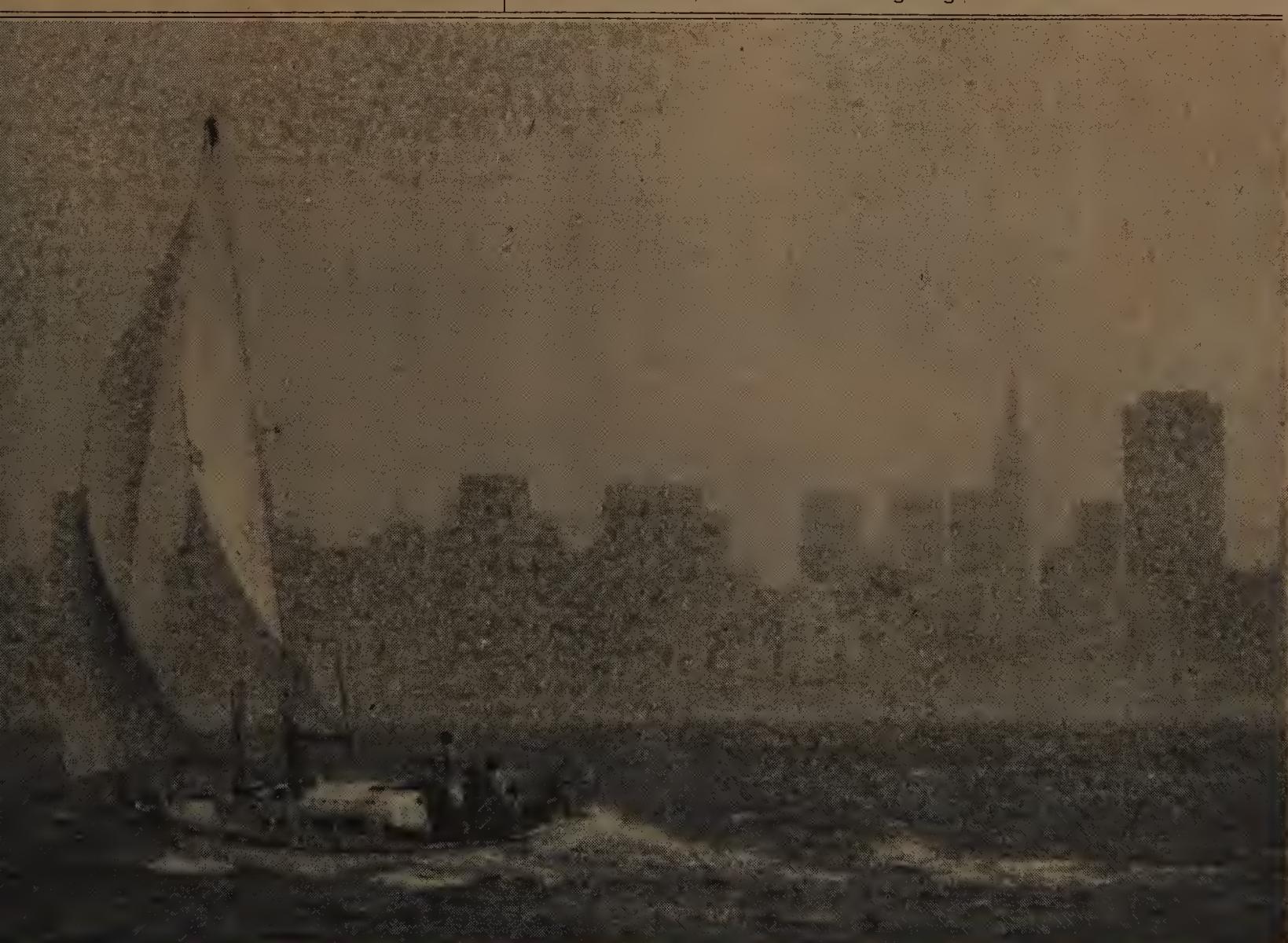
So what can we do? Even though there's a whole generation of sailors out there who don't know the advantages of being able to sail through Montezuma Slough, those who remember what it was like say it's definitely worth fighting for. Write to the District Engineer, U.S. Army Corps of Engineers, 211 Main Street, San Francisco 94105, and tell him you want to be put on the mailing list for anything pertaining to Montezuma Slough. The difference you make may be the one that makes the difference.

noaa 8 bites the dust

NOAA 8, the nation's first emergency-signal-relay satellite, has been declared lost by NASA officials. They made the announcement in early July after the spacecraft suffered a control system failure that has prevented ground control stations from stabilizing it since June 12.

Launched in March 1983, the \$30 million satellite was equipped with a bevy of instruments designed to monitor global weather conditions in addition to the special radio-signal relaying equipment it carried. This equipment, provided by Canada and France, relays radio signals from downed aircraft and ships in distress to rescue centers. Although NOAA 8 was not credited with aiding in any rescues during its functioning life, three Russian satellites carrying similar equipment have played a part in saving the lives of several people.

The next in a series of advanced weather-monitoring and signal-relaying Tiros satellites is due for launch in October. If you're planning on going very far offshore, we wouldn't advise getting in trouble before then.



PACIFIC CUP



Richmond's Gary Clifford, owner and skipper of the Express 27 *Light'n Up*, likes to say that "Fun is fast" when it comes to sailing. He and his crew Jonathon Livingston had had a barrel full of jollies on the recently completed Pacific Cup race from San Francisco to Kauai. Not only were this pair winners of the doublehanded division, they were the fifth boat to finish in the 15-boat fleet and only two days behind the redoubtable and fully crewed *Merlin*. Bill Lee's 57-footer, under charter to a group headed by San Francisco's Ben Choate, had plenty of laughs themselves, setting a new elapsed time record for the race of nine days, seven hours and 49 minutes.

Originated in 1980, the Pacific Cup (origi-

nally known as the Kauai TransPac) has evolved into what Don Dalziel, owner of the ketch *Natoma*, calls "a classy little race". Dalziel knows a few things about making the trip across, having participated in 12 of the Los Angeles to Honolulu TransPacs, which are held in odd-numbered years. The performance of *Merlin* and *Light'n Up*, as well as that of the rest of the fleet, certainly did nothing to tarnish that reputation.

Reports also indicate that this may have been the best-fed group to ever sail a TransPac, too. Not only did *Merlin* blister the race course with an average speed of over ten

knots, but she may have taken fleet gastronomical honors, as well. Skipper Choate and organizer Rich Fordiani enlisted the services of Walnut Creek gourmet chef Bob Pastorino for the race. "It was like eating at a restaurant every meal," says well-fed crewmember Bob Casparian. "We had lasagna, Italian sausage, eggs cooked to our choice, veal parmesan, wine and cheesecake." Even after charging across the finish line off Kauai's Nintini Point, Pastorino didn't "Merlin" crosses the finish line with the throttle wide open.



The crew of 'Surefire', left to right: John Mellen, Larry Davis, Tom Adams, Fritz Stahr, Jim Corenman, Dick Southworth.

JIM CORENMAN

A black and white photograph showing the lower half of a sailboat, likely a ketch or sloop, docked at a pier. The boat's hull is dark, and its rigging is visible against a bright, possibly sandy, background. The water in the foreground is slightly choppy.

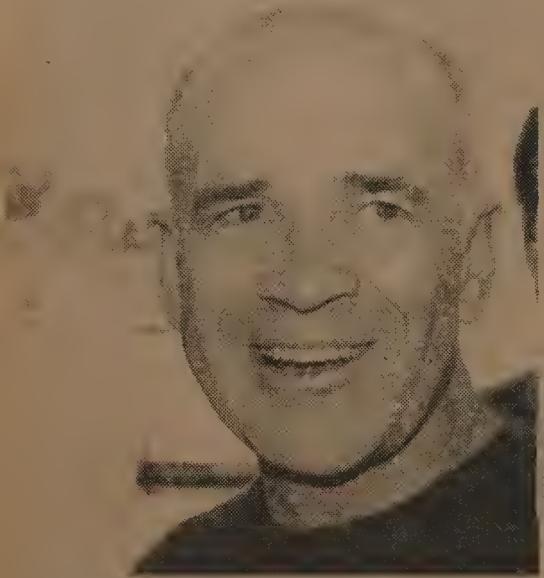
quit. As the crew mingled with their guests on the dock, he was seen passing out Bocciuti, a fancy Italian almond cookie which he had whipped up in the galley.

Others in the fleet also dined well. Rodney Holt's new Burns schooner, the 49-ft *Sir Isaac* had a French chef onboard, while the crew of the Farr 36 *Petard*, Keith Buck's second place finisher in the IOR division, had gourmet meals sealed in plastic bags. Mike Morehouse served up the victuals on *Candide*, the Freya 39 that took second

JAN TENBUCCIN/CATE

PACIFIC CUP

in the PHRF fleet. Items on the "Chez Morehouse" menu included roast lamb, bear steaks, linguini and clam sauce and a smoked ham affectionately referred to as "Sam Donner", a reference to the California settlers who had to munch on each other during their winter in Donner Pass. "Sam"



Bill Chapman, owner of 'Bones VII'.

provided five days of eating enjoyment for *Candide*.

The race itself featured plenty of wind in the first segment and enough in the second half to allow a speedy arrival in Hawaii. In

gambled on a TransPac race, the danger being that the high pressure zone will move south and shut off the breeze. It worked for *Merlin*, though, and for most of the rest of the fleet as well. Jim Corenman, navigator on IOR division winner *Surefire*, a Frers 36, reports they sailed only 64 miles more than that required for the Great Circle route. *Merlin* sailed even closer to the rhumb line.

In addition to sailing fewer miles, *Merlin* covered them very quickly. Top speed was in the neighborhood of 25 knots, with almost everyone joining the "21 Club" by the time the trip was over. The crew of eight were divided into two watches with everyone getting a half hour on the wheel. Wrists and arms got a good workout, and the ship's doctor was giving some people medicine to reduce the swelling in the wrist joints. They even resorted to taping their wrists like a basketball player might tape his ankles. Sailing *Merlin* is big league stuff.

There were, of course, some mishaps. One knockdown on *Merlin* pinned her on her side with water coming in the cockpit. Safety officer Bob Casparyan had to cut the lazy sheet to get the chute free and even the boat out again. Spinnaker wraps were the bane of *Candide*'s crew and they had to cut



naker, which earned the moniker "Garfield" because it had nine lives and talked back to them. It too got wrapped, but they were able to save it.

Disaster was narrowly averted on *Petard*. During the first four days, when the fleet experienced constant winds of 30 to 35 knots, one crewmember was nearly washed overboard. He was changing a headsail at the time without a harness when a wave washed over the foredeck and threw him headfirst over the lifeline. Luckily his mates were able to grab his legs in time and haul him back onboard. That incident shook all of them and they were religious about wearing harnesses after that.

Hardest hit of all, perhaps was the double-hander *Walaka*, a Tartan 10, sailed by Walter Van Der Burg and Edwin Partz. Shortly after the start they took a wave that drenched their clothes, radio gear and the rest of the boat's interior. Even the engine got wet, which screwed up their power supply. The only functioning light they had was a small one under the compass, and radio transmission was virtually impossible. With no juice for the autopilot, they had to take turns steering for an hour at a time. Eventually they started hallucinating and once mistook the rising moon for another boat.



MYLES RINCKE

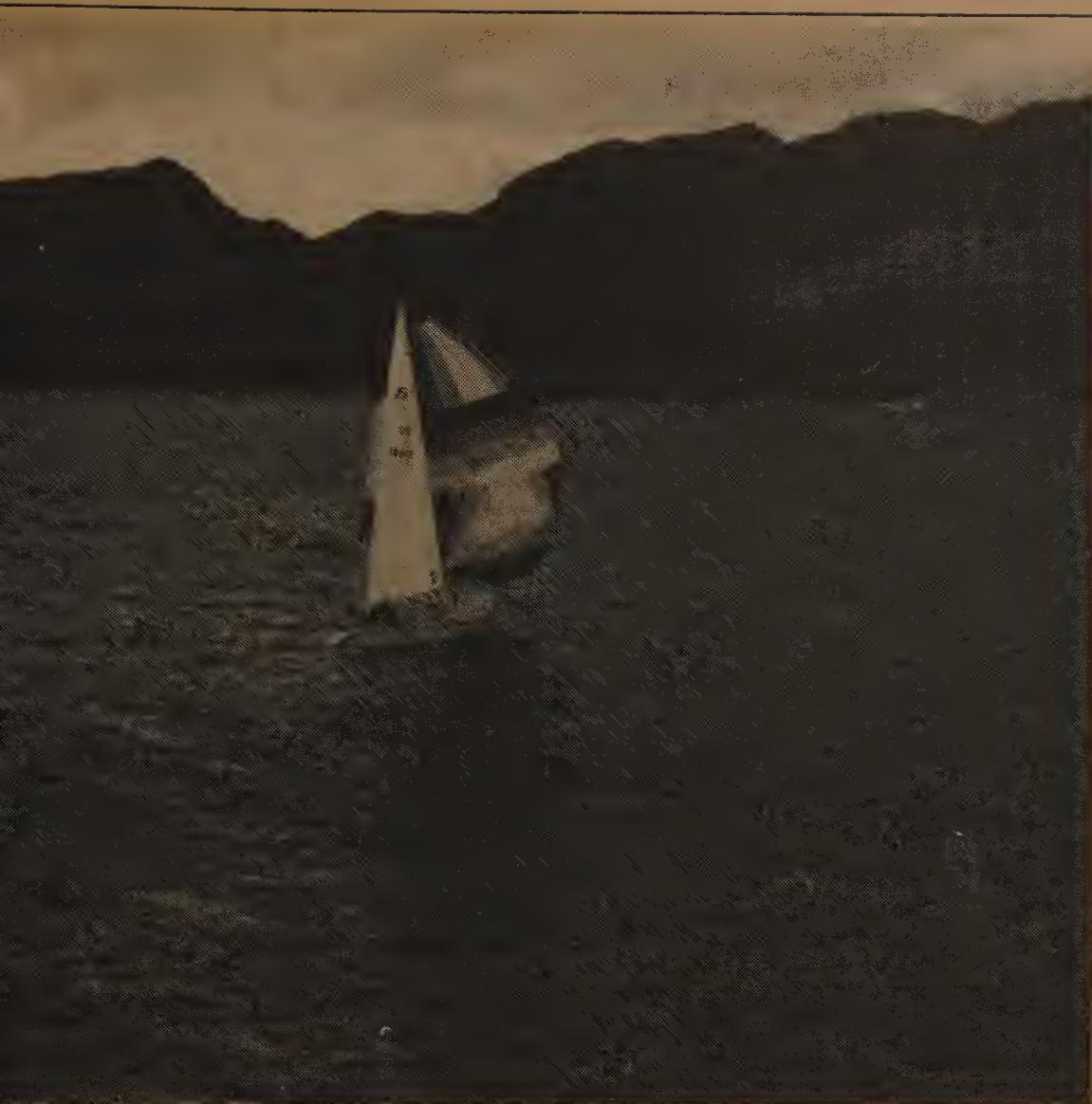
'Magic Carpet' just before the start.

away their 3/4-ounce kite known as "Snot Rag" after it became hopelessly entangled. That left them with only a 1.5 ounce spin-

the first four days, heavy weather propelled *Merlin* almost 1,000 miles down the track. The Pacific High, a large zone of high pressure and little breeze, was far enough north that navigator Bill Fordiani felt they could shoot almost straight across. This can be a

T

he pair rewired the whole boat and



Doublehander 'Light'n Up' finishing just behind IOR division winner 'Surefire'.

were able to radio in their 25-mile report to the finish line committee. They missed the line, though, and sailed down the coast before realizing their error. Even with all these foul ups, they still managed to place second in their division.

Other reports, anecdotes and impressions of the race include the following:

— John Morehouse of *Candide* suffered badly from seasickness the first three days out, even while wearing the preventative earpatches. He then tried Phenergan, a liquid, which only led to hallucinations. At one point he thought he saw his best friend's mother onboard and at another he saw someone he didn't recognize come out of the head.

— When *Merlin* finished, a biplane flew overhead and dropped flowers on her as she cruised along at 20 knots. The crew was so happy at setting a new record they wore their underwear on their heads.

— Michael Naumer's *Integrity* is a 53-ft homebuilt steel ketch based on a Bruce Roberts design. Naumer, who runs an ad agency, took eight years to complete it and this was his first long sail.

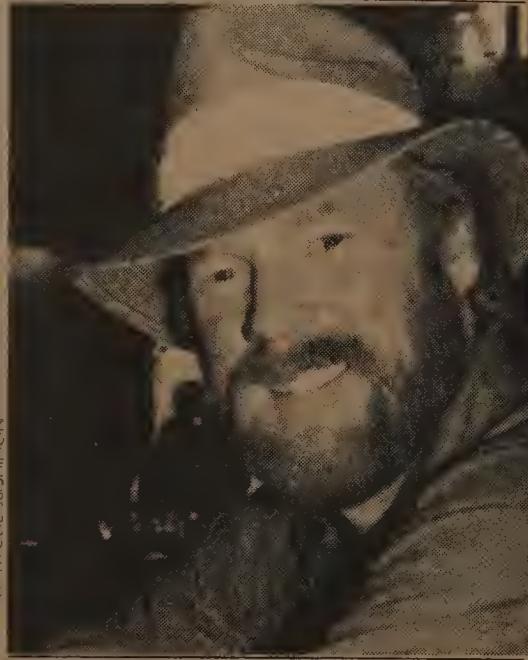
— David Rausch said before the race that his motivation for going was that his wife Laura said if he could find Hawaii she would

go cruising with him for a year. Rausch's *Rainbow Connection* not only found Kauai, but they did in 14 days, which was their pre-race prediction.

— *Magic Carpet* got all their troubles worked out the first day. First their navigator

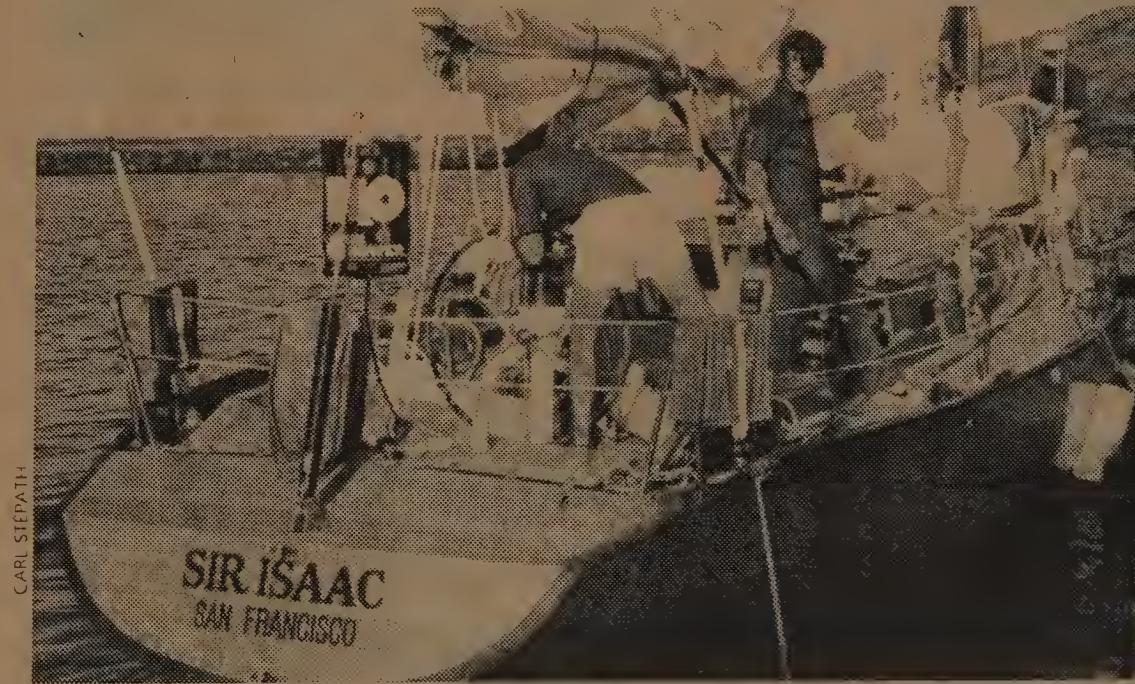
proved successful for the rest of the race. When *Merlin* finished, *Magic Carpet* was only a day behind, but lightening winds kept them offshore for almost an extra day.

— Next to *Merlin*'s, the most exciting finish was a horse race between *Light'n Up* and *Surefire*. *Light'n Up* had been out of radio contact for much of the race and *Sure-*



Ben Choate III.

fire relayed their 25-mile check-in call to shore. After 2,100 miles the two were side by side, surfing down the waves just after



'Sir Isaac' hits the dock in Nawiliwili.

was washed overboard and they were able to go back and pick him up. Then the tiller sheared in half, necessitating a jury rig that

sunrise on July 20th. "They were having a ball," says Jim Coreman about Clifford and Livingston, who had positioned an inflatable female doll on their bow, presumably for inspiration. *Surefire* had their own sexual stimulant, a pin-up named Suzie taped to the

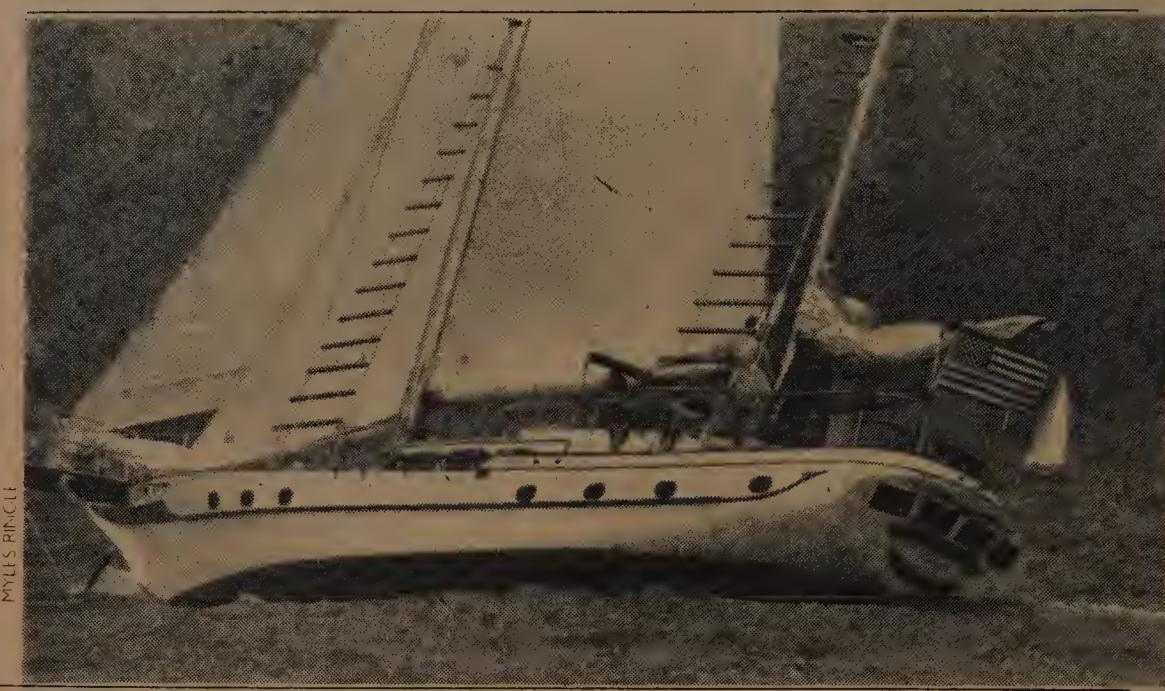
PACIFIC CUP

main. Sure gets lonely out there at sea.

The crew of Rod Holt's *Sir Isaac* had their problems figuring out how to make a foresail schooner go fast. It took six days to realize that taking down the sail between the two masts would help the spinnaker draw better. Many of the sheet lead angles weren't quite right, and chafe was a major concern. Holt was pleased with the boat's sailing characteristics, saying it moved easily in a seaway and was very stable after heeling an initial 10 to 15 degrees.

Last to finish was *Squad Car*, a Hotfoot 27 sailed by Jim Allen and Ewan Cadger. This was their first trip across the Pacific and they were cautious, with oversized rigging and plenty of extra food and water. Most

Right, 'Take A Chance' heads out the Gate. Below, 'Magic Carpet's spliced together tiller.



MYLES RINCKE



CARL SHIBATA

surprising to them was the size of the ocean waves, which they described as "mountains and valleys". Once they started planing down the face of them at 18 to 20 knots, they decided that was a lot of fun. The worst

moments came during night time squalls, during which they couldn't see a thing. Even though they finished late, they were greeted by other competitors and given a warm welcome, which they really appreciated.

PACIFIC CUP RESULTS

BOAT	TYPE	SKIPPER	CLUB	CORRECTED FINISH
<i>IOR DIVISION</i>				
<i>Surefire</i>	Farr 36	Thomas Adams	St. FYC	10:06:06:27
<i>Petard</i>	Farr 36	Keith Buck	OYC	11:04:23:26
<i>Sir Isaac</i>	Burns 49	Rod Holt	EYC	11:04:34:18
<i>Natoma</i>	Rhodes 58	Don Dalziel	St. FYC	11:23:07:48
<i>Bones VII</i>	Contessa 43	Bill Chapman	SFYC	12:02:14:43
<i>PHRF DIVISION</i>				
<i>Magic Carpet</i>	Custom 42	Steve Rander	Sloop Tavern YC	08:18:19:01
<i>Candide</i>	Freya 39	Matt Morehouse	TYC	09:02:09:49
<i>Merlin</i>	Lee 67	Ben Choate III	GGYD	09:07:49:24
<i>Integrity</i>	Roberts 53	Michael Naumer	BBYC	09:07:55:49
<i>Take A Chance</i>	CT 54	Kal Hubler	GGYC	09:09:14:29
<i>Rainbow Connection</i>	Pearson 424	David Rausch	SYC	09:16:38:06
<i>DOUBLEHANDED DIVISION</i>				
<i>Light'n Up</i>	Express 27	Gary Clifford	RYC	11:20:40:25
<i>Wataka</i>	Tartan 10	Walter Van der Burg	Shoreline	13:04:03:29
<i>Mira</i>	Ranger 33	Jerry Hansen	SCYC	12:21:23:17
<i>Squad Car</i>	Hotfoot 27	James Allen	SNSYC	15:17:54:01

With all due respect to Ben Choate and his crew on *Merlin*, the most outstanding performance of the race has to be *Light'n Up*, a production boat built by Santa Cruz's Alsberg Brothers and designed by Alameda's Carl Schumacher. When they reported making 275 and 285 miles a day in the early going, shoreside race followers thought they must be kidding. Clifford reports it was true, and that during the first four days they were 1,100 miles down the track, only a few miles behind *Merlin*. "The boat is phenomenal!" he says. "All we did was point it downwind and follow the spinnaker. We were constantly planing the first five days!"

Gary and Jonathon had no formal watch system. When one got tired of steering, the other would take over. One evening they put the autopilot on for a couple of hours while they ate dinner and shared a bottle of wine, but other than that it was balls out sailing. They finished only six hours after *Magic Carpet*, winner of the PHRF division. *Light'n Up* would easily have corrected out to first overall, but the Pacific Cup committee didn't offer a trophy for that distinction.

Clifford was also effusive about the benefits of doublehanding. The bonding and friendship that resulted, not only for he and Jonathon, but for the others who went in pairs as well, were incredible. "You really have to trust your partner," he says, "when you turn over the helm while doing 20 knots and then go below for some sleep!" Gary plans to do the race again in 1986, and hopes to spread the word to others who are interested that it's an experienced not to be missed.

— kay rudiger and lat. 38 — SVC

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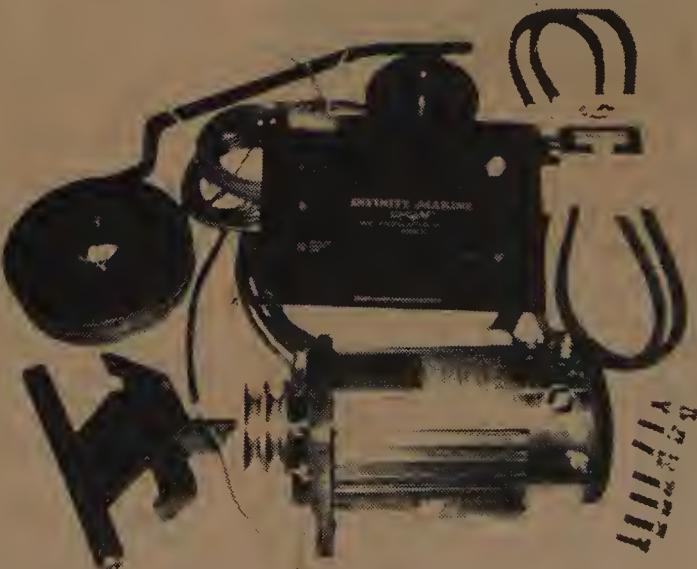


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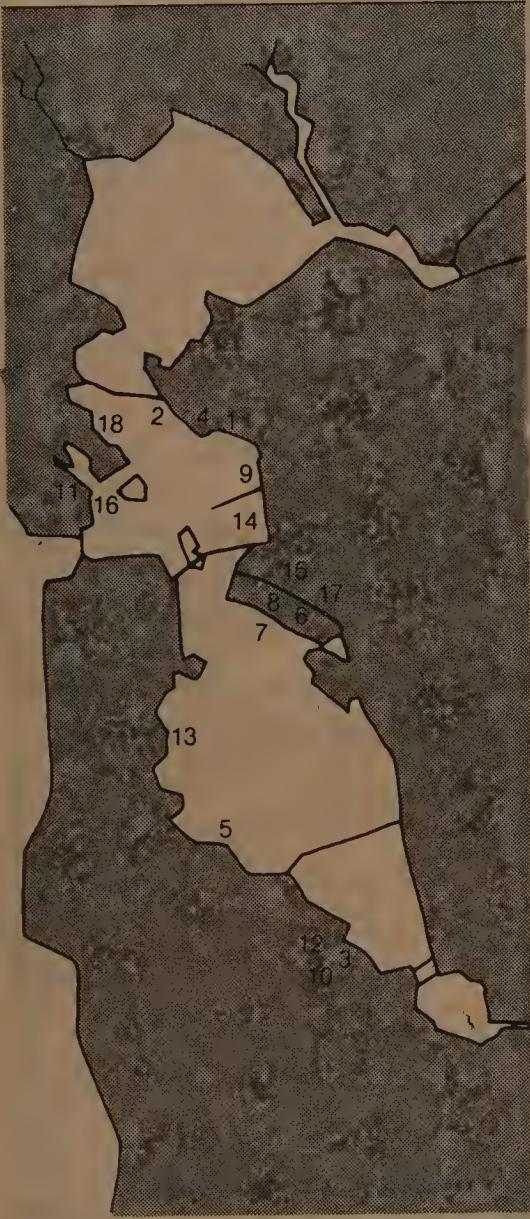
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NORTHERN CALIFORNIA

On these pages we are presenting the second half of our Northern California Marina Survey. If you read Volume 85, you'll probably remember that this survey was based on the responses of 409 berthers from 43 different marinas. It



Locations of ranked marinas can be found above. The number corresponds to their ranking on the chart at right.

represents the subjective opinions of the tenants, not necessarily fact. The opinions expressed are not that of *Latitude 38*.

Again this month we are printing the ranking of the 18 marinas that we received five or more survey responses on. If you remember, those marinas that didn't get five responses we deemed not to have a large enough sample with which to rank.

The marinas were rated on a one to five scale in seven different categories. There were: Office Staff, Dockside Facilities, Bathroom Facilities, Bathroom Maintenance, Patrol Staff, Parking Lots, and Security. Respondents were also asked if they felt the

berth rates were too low, moderate, or too high, and how long they had been in the marina.

MARINA RANKING

Based on a scale of 1 to 5. Five responses were required for a marina to be ranked.

RANK	NAME	SCORE
1	Marina Bay, Richmond	4.12
2	Brickyard Cove, Richmond	4.03
3	Redwood City Municipal	3.73
4	Richmond Municipal	3.73
5	Coyote Point	3.73
6	Alameda Marina	3.71
7	Ballena Bay, Alameda	3.51
8	Marina Village, Alameda	3.37
9	Berkeley Marina	3.33
10	Peninsula, Redwood City	3.24
11	Clipper Yacht Harbor, Sausalito	2.94
12	Pete's, Redwood City	2.94
13	Oyster Point	2.90
14	Emeryville Municipal	2.86
15	Jack London, Oakland	2.45
16	Sausalito Yacht Harbor	2.40
17	Embarcadero Cove, Oakland	1.83
18	Paradise Cay, Tiburon	1.49

We also encouraged respondents to include any comments they wanted about their marinas. Between the last issue and this one, we will have published all the non-libelous legible responses we have received. We did not pick or choose among them, we have printed them all. If you missed the opportunity to comment on your marina, the *Letters* section remains an open forum for those comments.

The comments in last month's Part One provoked some response from both individual berthers and from marina operators. Individual comments can be found in this month's *Letters*, the marina operator's comments are as follows.

John Sliney, the Harbormaster at Marina Village in Alameda flatly denied one berther's claim that some people were being charged an 'excessive use' fee. In regard to a claim that the berths were substandard, Sliney replied: "Our docks are fine. They were just built and are state-of-the-art." Addressing a final complaint, he admitted that no marina can completely stop thefts, but that Marina Village did have good security.

Teresa Bouscal, office assistant at the Brisbane Marina, objected to the comment that their roads weren't paved yet. She wondered if the survey wasn't a little out of date. Her objection is valid in the sense that some folks made their marina survey comments as



much as six months ago. Such responses weren't published right away because we wanted to gather as large a sample as possible before publishing the results. Thus the comments about Brisbane — and all other marinas — may be somewhat dated.

Some of the first boats at Brisbane arrived before the roads were paved, but Teresa tells us that was all taken care of several months ago. She says major landscaping has been underway and should be completed by October. Brisbane now has almost half of its 525 berths filled, and Teresa expects much greater occupancy as shops, a restaurant, two hotels and another office building are completed — if they stay on schedule — within two years.

In reference to a complaint that Brisbane residents don't get ticketed for offenses that out-of-towners do, Teresa said it must have simply been an isolated incident. "Anyone who parks illegally," she insists, "will be ticketed."

The final objection to reader comments came from Mr. Dick Crossen of the Fortman Basin Marina, which has long been known as the Alameda Yacht Harbor. Mr. Crossen and some partners purchased the marina for \$3.3 million in March, and according to

MARINA SURVEY, PART II



LATITUDE 38 RICHARD

Brickyard Cove, the second highest rated marina according to the survey.

Newspaper clippings have big plans to renovate the place in a historical theme. The theme is that of the Alaska Packers, a large group of sailing vessels and steamers that, starting in 1899, fished the Alaskan waters in spring and summer and wintered at the Fortman Basin.

Mr. Crossen declined to address any of the specific complaints made against the marina, terming them "mundane" in view of the partnership's plans to replace many of the old buildings with new, and to give the entire area a new look. Since many of the complaints were made prior to the partnership taking over the marina, it's certainly fair to give them time to implement improvements and solve current problems.

With those objections noted, we'll now proceed to the remaining comments. Just one last reminder, these survey comments are individual opinions and are not necessarily factual.

— marty rabkin and latitude 38

Marinship (Jerry's)

1. Dockside virtually unmaintained: cleats broken, some fingers have water-logged flotation, broken planks, rubber rubbing strips torn off, projecting nails, etc. Marina needs dredging — many boats are aground at low tide. No entrance lights

for coming in after dark.

Oyster Point Marina

1. The gas dock was closed in December and now there is no gas dock for the three marinas in the area.

2. Staff finds no need to carry guns. Harbor Master non-intrusive about people's ideas of living. Privacy of boat owner is one of their priorities. Quiet and sheltered. Friendly. Clean with plenty of wind.

3. Lighting of new dock section (9-14) so poor as to be hazardous. Harbor District devotes Oyster Point revenues to improvement of Pillar Point Harbor. Harbormaster and office staff are great, but helpless in face of District policies.

4. 2/3's of each year are miserable from a wind standpoint. You cannot even work on a boat because of day long strong winds.

5. Nice marina — a little dirty because of construction in area.

6. Oyster Pt. has two basins, an old and new. I am in the old section which is due for renovation.

7. Our marina is at this time about half full. I am certain this contributes to the availability and cleanliness of the head facilities. As the marina fills up all rated areas will probably require re-evaluation.

8. The marina is new, opened in 3/83, I believe. Security: Access to docks and shoreside bathroom facilities by card-key. Guards also patrol. Bathroom: Nice and new, but not laid out very well. 30 amps/juice, dock boxes, and phone hook-up. New cement docks. Parking: Paved. Spaces also used by local businesses who get prime, convenient spaces. Not enough spaces overall. Nice people.

9. Bathroom with one head and one sink only. Basically fine.

Palo Alto

1. Most boats sit on mud at low tide. It's in the

process of fighting Palo Alto "City Hall" to get permits to dredge and make improvements. Harbor Association owns a dredge. You get what you pay for!

Paradise Cay

1. What can you say about a marina that's falling apart? I think that is what makes it so nice.

2. I've had a broken cleat for four months. Worst of all are the trucks that have dumped dirt and rock for the last three years in our parking lot. The north wind blows it on the boats all year round.

3. Needs dredging, however good access to immediate sailing. Area is very dusty in summer. The reason we're here is because it was all that was available seven months ago.

4. Doors to docks are always jarred open. (No keys have ever been needed for access). No bathroom or shower facilities exist. Docks are made of wood; most fingers are unstable. No local office. Rarely patrolled area.

Pelican Harbor

1. Rent is too high given lack of security — except that provided by liveaboards. A lack of storage facilities (dock boxes, etc.).

2. No dock cleats. Use of fenders discouraged. Inadequate hot water in showers. Inadequate parking, vicious towing policy when lot is virtually empty.

Peninsula Marina

1. Dredging seriously needed between marina and main channel.

2. Restrooms are sparse — not readily available. Dock security is fine. Parking lot security is nonexistent; many cars have been vandalized.

3. Bathroom facilities are minimal and poorly cleaned. For entire marina there are two male restrooms and two female restrooms. Each restroom has one toilet and one sink. Male rooms have one urinal each. There are a total of three shower stalls for each sex. Hot water disappears during peak use periods.

4. Marina has new 'extended stay' policy. Anyone who wants to liveaboard can. All facilities are taxed way past maximum. Pumping over in this marina is routine by many extended stays. Also there are quite a few people living in vehicles in the parking lot. The parking lot 'liveaboards' are here with the blessing of the management.

5. Haven't heard of any theft. Seldom use bathrooms — but were clean when visited. I don't know if we have a "patrol" other than police. We pay for a 26-ft berth but have a Catalina 22.

6. We could sure use some dredging in Redwood Creek.

Pete's Harbor

1. Great atmosphere!

2. It's great.

3. It's a long beat to the north bay, four or five hours depending on the tide and wind conditions. The harbor needs dredging!

4. 50 percent of boats of larger size can only move at high tide and rest in mud, scraping bottom paint at normal low tides. To gain revenue boats are renting space in normal channels. It's an "if you don't like it get out" attitude. When 25 or 30 boats drifted loose in a storm, those with "clout" had damage repaired by the harbor, the others were told "no soap, it's an act of God". Most docks are in bad shape, to be fixed "after the Harbor wins its court case". (Now won). It's a "no argument" one man rule marina, which got a little better when nearby Peninsula Marina opened to provide competition to a captive market.

5. Full toilet/shower facilities available only to liveaboards. Totally inadequate.

Port of Oakland, Central Basin

MARINA SURVEY, PART II

1. Gate locks are always broken.

Port Sonoma Marina

1. Needs dredging badly — we sit on the mud at every low tide. This condition has existed for two years.

2. No water, mud around boat at low tide. No security, gates open all the time. Road has very large and numerous holes. Pilings too low. Major construction on numerous boats. Junky and trashy area. Bathrooms have no paper for several days in a row.

Redwood City Municipal Marina

1. My boat is at a brand new dock with a recently completed toilet, shower, laundry facility and no problem with slack-tide water level.

2. Very old "rinkadink" piers. Birds shit all over. Too many ducks! (Lousy)

3. Docks need a lot of 't.l.c.'

4. I am not on the new dock.

5. Docks are falling apart.

6. Older docks are rickity..

7. Parking area around Seaport Village, which has parking, is fenced off. On weekend boat trailers park in other areas so boat owners in marina can't park.

8. Condition of docks is not being maintained to correspond with the increase in berth rates. I'm not on "C" dock.

9. The director or manager of a port or marina can have strong influence. Our port manager's lack of interest in and outright hostility toward sailors make it difficult to rate any aspect positively.

10. For the price, my dock is in bad shape — B-Dock.

11. Think security is a farce. Has appearance only.

12. Rate is same for all berths, even side ties. Side area is very hard to maneuver in. Docks are old, and need wood replacement.

13. Rates increase, but quality of docks get worse.

14. The operation of the marina in general deteriorated markedly following the turn over from the Redwood City Recreation Department to the Port District. To my knowledge no one on the Port Commission has had any first hand boating experience. The formation of a Tenants and Users Association in the marina has helped in filling this void. During the last few years things have turned around and there's a marked improvement.

For a long time the Port District Administration was not sympathetic to the boating public. Many Port District actions seemed to be designed to discourage continued use of the facility by boaters.

That seems to be slowly turning around, but once having been blamed one is wary of what may come next. Berth rates escalated at an appalling rate during the last five years. The most recent increase was moderated when the tenants raised strong objections. The rates are discriminatory as concerns types of moorings, sizes of boats, launching, etc. When one looks at the long term trends and the manner in which the rates and service have been handled over the last decade, it becomes apparent what the Port's objectives have been regardless of what they say. As stated above, this attitude does seem to have changed during the past year or two.

There have been improvements and services made available which are enhancing the marina. However, the full impact of some of the past planning has not come in to play due to the failure of those plans to materialize.

The attempted development of a Pier 39/Fisherman's Wharf type operation has failed, and is now being advertised as an office/research development site. If and when that materializes the traffic congestion will make it difficult to get in and out

of the area, and will at times make it necessary for some to seek parking outside the area.

My general impression of the overall area planning is that it leaves a lot to be desired. The marina is a good boat haven, but it is getting crowded with non-boating activities. The addition of these elements together with the poor organization of the overall plan doesn't make for a first rate marina, business park, or whatever it's suppose to be.

Richmond Marina

1. Staff are friendly and helpful. Utilities and dock boxes are \$9/month. Much dead wood comes into outside slips during storms, which the staff cleans up very quickly. Not all damage from December storms have been repaired.

2. I filled this out against my wife's objections. She feels telling people how good it is at Richmond will increase the demand and use of the harbor. She's probably right!

3. Need more showers. "E" section's 46-ft and 50-ft berths too exposed to weather.

4. No eating facilities yet. Personnel are great!

5. The magnetic key system caused a lot of problems last winter, but seems to be working now. The open space of the basin allows the chop to build up when wind is from south. Rate was raised \$.25/ft. last year after we moved in, despite the assurance it would not.

Sanford-Wood Marina

1. Lots of character.

San Francisco Marina (west)

1. Public toilets a real mess! Locked showers for boaters are great. Only thing better than your magazine for a sailor is water, wind and a boat!

2. I'd like to see the staff feel a "little" more responsible with emergency mooring if lines part, etc. There is not too much evidence that each boat gets at least a "look" each day. Most mooring problems are cared for by neighboring dock mates.

San Francisco Marina (east)

1. It took six months to replace dock yokes on pilings after dock floated over piles last winter (done by two city carpenters). It took three days to replace dock yokes on pilings after dock floated over piles this year with two city carpenters and two normal carpenters. Added shower at harbor-master's office — very nice but my boat has more water pressure.

2. A classic example of bureaucracy — run amok. They use state money at three percent and below; the fees pour into the city park department and maintain the whole Marina Green complex. Fees have more than doubled in ten years without so much as a new nail in the facilities with boaters in mind.

3. Terrible head facilities at this end of the marina. Surge heavy at times. Resent piling extensions — if they hold up — will help solve the high tide problems.

4. Parking on weekends/holidays is impossible! Great location keeps me there. Many docks are falling apart. Everything is open to the general public.

San Leandro

1. Office staff has one of the worst anti-boating attitudes on the west coast.

2. The channel is frequently a "drag", not helped

by inadequate entrance lights, useless range lights and insufficient markers. Otherwise, the facilities are excellent.

3. Channel depth is continuing problem — requires planning as the channel is two miles long.

Santa Cruz

1. It's a wonderful harbor. Berth rates are comparatively low, but higher than necessary. Dock-side, some boats are afloat in mud. Some patrol staff are afraid to get their boots wet. Some are heroes. A shake-up might open the harbor entrance and stop misspending and overspending.

2. Harbor mouth shoals during winter and is not dredged until spring. Upper harbor good for quiet living, but requires tabernacle mast rig. No motel in lower harbor yet!

Sausalito Yacht Harbor

1. Herb Madden is okay, but shutting off the hot water for showers stinks! In general, it's a beautiful place but don't tell anyone else about it. I hate crowds.

2. No security and odd bathroom hours. Stay away from Herb, but always say hello if you meet him. Generally he's not around. Poor parking location.

3. Given the high rates, non-existent security and other faults, the only two positive aspects are (1) quick access to the most vigorous sailing in the Bay, and (2) friendly commiseration among other boatowners in the same marina.

4. I wish we had more parking, better security and less Japanese tourists with hard sole shoes who climb aboard so their buddy can take his or her pix from the dock!

5. If Herb Madden operated in Richmond, he'd have many empty slips — about half. The thefts, dogshit on the pier, tourists all over almost make me want a different marina, but the location saves them.

Seabreeze

1. Area keeps deteriorating from previous sub-standard conditions and lack of service. Rents keep increasing anyway, generally doubling or almost doubling from year to year. Management is unresponsive.

2. Rates have virtually doubled since 1981 with no improvements. On the contrary, conditions have deteriorated!

Sierra Point (Brisbane)

1. It is very new, but the people are the friendliest I have met. Police sub-station on property gives protection. The only drawback is parking.

Vallejo Municipal Marina

1. Repair yard at marina is very convenient, reasonably priced. Would be nice to have a small chandlery and a nicer coffee shop.

2. Guest dock rates of \$5/night (three-night limit) are excessive. This marina has plenty of empty and vacant berths.

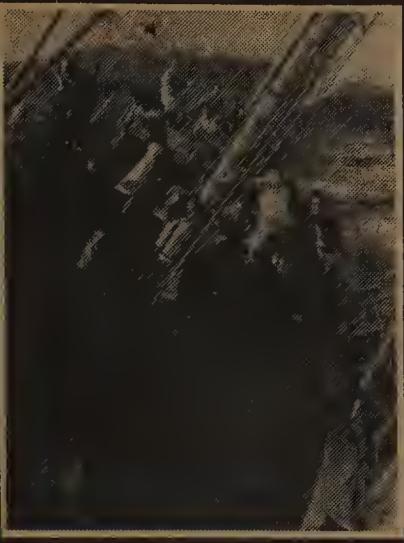
Port of Oakland

1. As with any marina, much of the atmosphere is dependent on the berthers, condition of boats and dock, bathrooms, security. In short, are berthers considerate of others? At P of O, generally, yes.

2. Why are you going to publicize the security or lack of — so that every thief will know? Do you realize this is like telling the burglar where to turn off the alarm?

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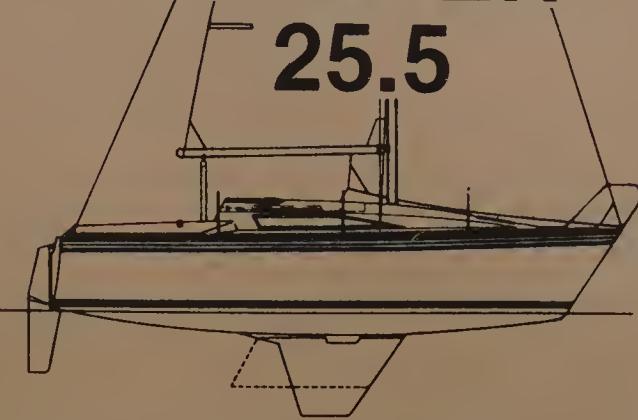
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OAKLAND TO

One evening a couple of months back, Barry Bevan of Sacramento strolled into Richmond's Sobstad sail loft with a bottle of wine and said, "Let's do it", to sailmaker Jocelyn Nash. "It" being the Metro Oakland YC's seventh annual 400-mile race from Oakland to Catalina to start July 17. Always game for a good time on the ocean, Jocelyn recruited her pal Joe Gutherie, son Chris Nash, Jeff Chicerillo, and Neil Byington. Led by Bevan, they not only did the Catalina Race, they finished first in a fleet of 27 boats that ranged from Stew Kett's Santa Cruz 50 Octavia to Andrew Neal's Aloha 32 liveaboard cruiser, Wink II.

Entering the race was a natural for Bevan.

For one thing he used to live in Southern California, and at different times had raced out of Newport Beach and Ventura. Secondly, he'd won a similar race back in 1982, the MORA Long Distance Race from San Francisco to San Diego.

Since both the Catalina and San Diego races are both almost entirely spinnaker runs, you might assume that Bevan had won the races with off-the-wind ultra light sleds.

Barry Bevan driving 'Good Times' off the San Francisco waterfront enroute to overall race honors.

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CATALINA RACE

ALL PHOTOS BY LATITUDE 38/RICHARD EXCEPT WHERE NOTED

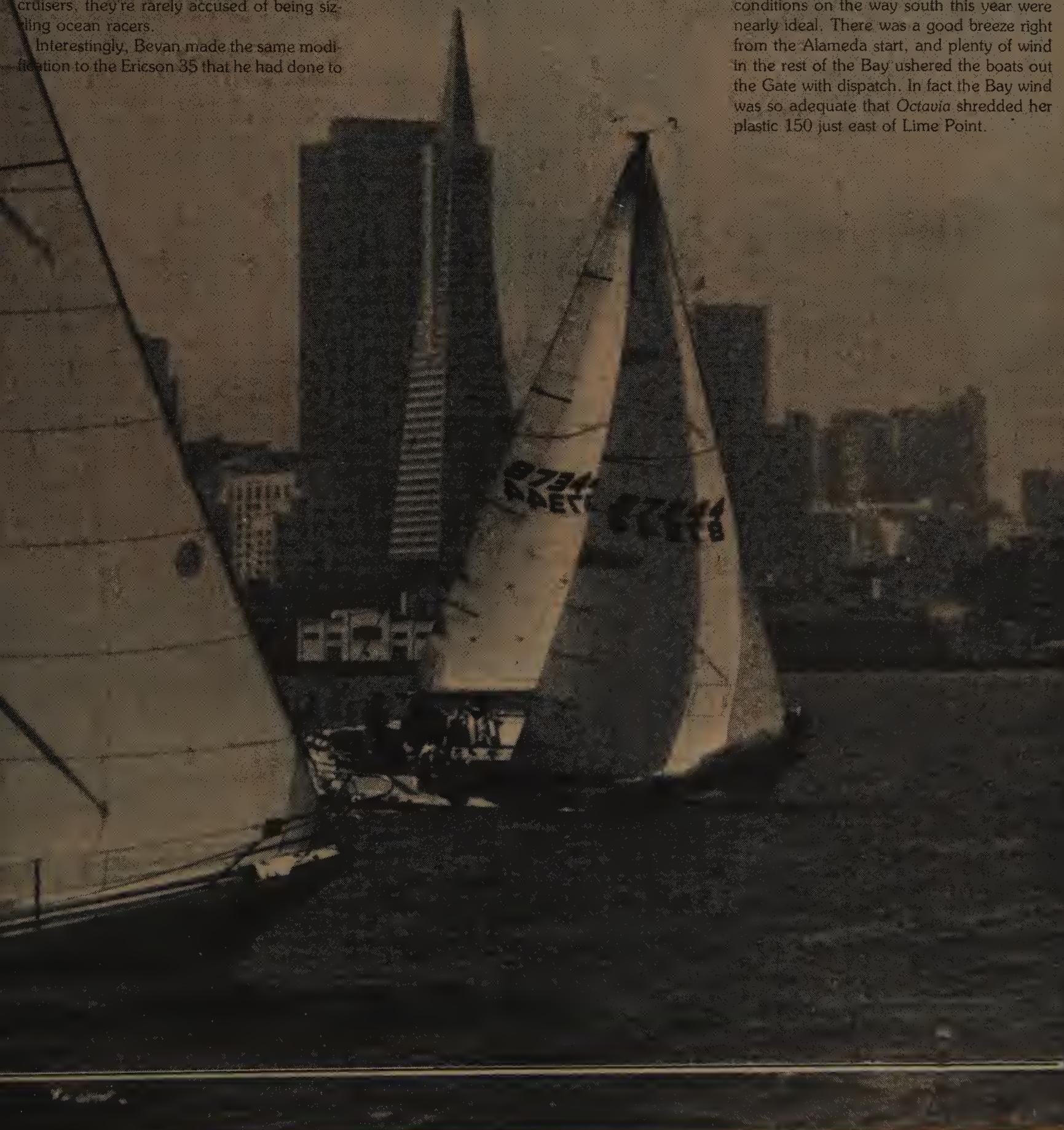
Such an assumption would be incorrect. He won the San Diego race with *Good Times*, an Ericson 27, and this year's Catalina Race with *Good Times II*, an Ericson 35. While these moderate displacement vintage Ericsons are considered fast family racer/cruisers, they're rarely accused of being sailing ocean racers.

Interestingly, Bevan made the same modification to the Ericson 35 that he had done to

the Ericson 27. Believing that both boats are normally too squirrely off the wind under a chute, he designed and built rudders that are some 20 percent larger than the standard. How do they work? "Marvelous," says

Jocelyn Nash and other members of the crew. Bevan advises that it also allows the boat to sail to weather with an almost neutral helm. The only problem is that the new rudder on *Good Times II* proved a little too big and too strong during the Catalina Race.

For the entire 27-boat fleet, weather conditions on the way south this year were nearly ideal. There was a good breeze right from the Alameda start, and plenty of wind in the rest of the Bay ushered the boats out the Gate with dispatch. In fact the Bay wind was so adequate that Octavia shredded her plastic 150 just east of Lime Point.



OAKLAND TO

Once outside the Gate the winds lightened briefly, but it wasn't long before everyone with chutes — and not all boats carried them



Crescent Avenue, the beachfront walkway at Avalon doesn't allow cars, trains, buses or golf carts.

— had them drawing. Bruce Powell on the Wylie 34, *Thunder*, recalls, "We set the 3/4 oz. somewhere south of Half Moon Bay and didn't take it down until the wind came forward a little south of the Channel Islands." While there was some fog, it wasn't ever terribly thick nor the air too cold. "It was warm most of the way," remembers *Thunder* crewmate Lauren Hoffman. "I never had to wear

On 'Take Five', a Santana 35, the man on the spinnaker sheet never took five.



PHOTO BY RICHARD FORTIN



'Racy', heading out the Gate with just 395 miles to the finish.

a watch cap or too many sweaters." And of course once south of Conception the temperature rapidly rises.

The average boat in a Catalina Race takes about 60 hours or 2½ days. This year the first day and a half featured an easy 15 to 18 knots of wind, while the second evening — as most boats approached and passed Point Conception — was much more exciting. The winds piped up to 25 to 35 knots, and occasionally there were some large steep seas. The ultra lights were able to break loose and surf with ease, while the heavier boats were able to lumber down waves at well over their hull speed. Although very few boats ever broached and there was hardly any boat damage in the fleet, everyone experienced the thrill of sailing just on the verge of being out of control.

The crew on *Good Times* had no idea what kind of top speeds they were hitting because the speedo doesn't register over 12 knots. But Bevan reports that Loran positions prove they covered 43 nautical miles in four hours. For a boat with a 25-ft waterline, that's outstanding.

Perhaps the best thing about it was that they didn't broach once — although there was a bit of luck involved. For somewhere between Point Conception and Santa Rosa Island, *Good Times*' big new rudder proved too strong for the rest of the steering system.

During a 40-knot gust the rudder apparently transferred too much force to a steering cable fairlead, pulling four 1-inch flat washers through a 1x6-inch piece of oak!

The effect of this failure was immediately apparent to helmsman Chris Nash, who advised the crew, "The wheel is useless." With nothing to steer with but body english and trim on the chute, *Good Times* continued roaring south at ten knots through the black of night. Meanwhile her crew dashed about finding the emergency tiller and popping it into place. After three minutes of greater than hull speed running under the chute without the advantage of steering, *Good Times* had lost no time on the competition. Bevan reports that, "Everyone in the crew looked at each other in amazement."

While this surprising feat had been accomplished in the black of night without disaster, it did leave one small problem. By having to steer with a tiller, the helmsperson was not seated forward of the binnacle — and thus the compass. So until the compass could be moved forward to a bulkhead the next morning, one member of the crew had to sit aft and repeatedly call out compass headings so the driver knew which way to steer. Ah, ocean racing!

As happens so often southeast of Conception, the winds soon began to drop dramatically. While many boats in the fleet experienced some periods of calm, *Good Times* never really dropped below three knots. But





'Capital' on the short weather portion of the race to Catalina.

they worked hard for their speed. During the last especially tedious hours trying to move the relatively heavy boat, five of the six crew worked the pole, the sheet, the lift — anything and everything to get that extra .1 of a knot. The effort paid off in big dividends as *Good Times* corrected out an hour and 40 minutes ahead of the second place boat, *Sirona*.

A Swan 48 that had first been owned by Jim Michael and later Werner Erhard, *Sirona* is like the Ericson 35 in the sense that most people feel its ocean racing glory days are behind her. Owner Buroe O'Brien of Hillsborough is one that shares such an opinion. In fact he had hoped they would make a round trip to Catalina and back just so he could make up the distance he lost downwind on the beach back. "I was amazed!" he says of his second place finish in fleet and winning of Class A.

With Wayne Hollenbeck, Dave Huggins, and Bill Conklin leading a crew of 12, *Sirona* never displayed blistering speed, but nonetheless was the second boat — after *Octavia* to finish the course. O'Brien's explanation was simple: "It's better to go the right way than to go fast." While some boats strayed as much as 80 miles off the rhumb line, *Sirona*

The main beach at Avalon. Race headquarters were in the white building, left corner of photo.

pretty much followed the coast staying some five to ten miles offshore. Although she rarely hit more than ten knots, she somewhere managed to pass Scott Pine's Olson 40 *Nororious*, which had led the fleet out the Gate.

Part of the reason for *Sirona*'s success was the daring strategy to sail down the Santa Barbara Channel inside of the Channel Islands. Normally this is considered to be begging to be becalmed, but *Sirona*'s after-guard had carefully analyzed the weather picture and sailed swiftly down the Channel. There were others who followed later, however, and lost the wind.

Winner of Class B, *Sirona* finished just ahead of Class C winner, Don Horn's *Wylie* 34, *Thunder*, which was third in fleet, Horn had done the previous Catalina Race on *Challenger*, a somewhat heavy displacement Alden 44. As they were hitting 13.8 knots in a good breeze on *Challenger*, Horn started thinking that if he'd been in his *Wylie*, he'd be doing at least 18. So he entered his own boat this year, and darn if he didn't hit a top

speed of 18 knots the second night out!

Like most of the other boats, *Thunder* never broached and in fact "was a dream" to drive under the chute in 25 to 35 knots of wind. In fact she was so easy to drive that the six-person crew was divided up into three watches with only two people on at a time. Even so the driving was so fun and easy that



Crewmember Jeanine with Jerry and Laura Kahn of 'Spicy'

Horn once neglected to wake Bruce Powell so he could continue driving.

For his part, Powell thought the crew situation on *Thunder* was just right, "We came on the boat with a three girl, three boy team; it's the only way to go ocean racing!" So it is. Such a "two by two" approach is apparently known as the 'Noah Principle' to members of the Sierra Club.

A widely liked feature of the Catalina Race is that it welcomes boats that aren't all-out racers — and in some cases boats that aren't racers at all. In this respect the race is something of a longer version of the Windjammers Race to Santa Cruz.

For example Jerry and Laura Kahn raced their Tayana 42, *Spicy*. They didn't have a headsail over a 110, and didn't have a spinnaker — neither of which diminished their pleasure. Both race on Rangers on the Bay — he on the 33, *Crescendo*, and she on the 29, *Legacy* — but the main goal is to go cruising to Mexico and Polynesia in two years. For them the race was a great opportunity to give Laura some ocean experience.



CATALINA RACE

1984 OAKLAND TO CATALINA RACE

CLASS	FLEET	NAME	TYPE	OWNER	CORRECTED TIME	PHRF
DIVISION I						
1	2	Sirona	Swan 48	Borue O'Brien	48:30:18	66
2	10	Notorious	Olson 40	Scott Pine	51:47:50	42
3	12	Racy	Peterson 2T	Robert Magooon	52:08:35	84
4	16	Octavia	Santa Cruz 50	Stew Kett	53:22:48	3
5	22	Camille	Stewart 42	William Permar	59:32:36	84
DIVISION II						
1	3	Thunder	Wylie 34	Don Horn	49:37:32	120
2	4	Sweet Pea	Express 27	Jeff Pearson	50:12:01	126
3	5	Aniara	Swan 38	Hugo Bogren	50:37:07	120
4	7	Gate Crasher	C&C 41	Roger Shortz	50:42:22	114
5	8	Scoop	Wylie 34	Ken Shaff	50:55:59	120
6	9	Take Five	Santana 35	Fred Doster	51:01:35	114
7	13	Capital Gains	Santana 35	D & L Wilson	52:53:56	114
8	15	Wild Hare	Santana 35	Orison Gooch	53:07:48	114
9	17	Elite	Santana 35	Roger Wales	54:24:15	120
10	19	Wind Runner	Santana 35	Clark/Kyle	55:54:04	114
11	20	Leading Edge	Wylie 34	Joe Starritt	56:09:10	120
DIVISION III						
1	1	Good Times	Ericson 35	Barry Bevan	46:50:39	156
2	6	My Way	Newport 30	Tony Fraga	50:38:29	168
3	14	Syren	Explorer 45	T. Commins Peters	52:56:58	156
4	18	Moody Blue	North Coast 10.3	Ray Hutton	54:52:48	132
5	19	Invader	Beneteau 32	Bill Pollock	55:37:19	182
6	21	Virago	Buchan 40	Dave Lenschmidt	58:38:18	147
7	23	Patriot	Yamaha 33	Ted Kieler	60:42:41	141
8	24	Wind Witch	Passport 40	R.H. Schmidt	63:56:06	141
9	—	Wildflower	Passport 40	Conrad Skaggs	N.A.	141
10	—	Spicy	Vancouver 42	Jerry Khan	N.A.	129
DNF	—	Wink II	Aloha 32	Andrew Neal	D.N.F.	—

What did she think?

"We're having a wonderful time, we don't even want to go home. I thought I was going to be bothered by watches and would get tired and cranky, but I just loved every minute of it. It was a great learning experience." Like many others, the Kahn's planned on cruising up through the Channel Islands on their return trip.

Crew on Spicy were Rudy Schoeder, Ron Burger, and Jeanine — all from the Tiburon YC. Like Laura, it was Jeanine's first ocean race. "It was really fun," she reports. "We planned on having a good time, and we lived up to those plans."

Another causal racer was Wink II, an Aloha 32 short on sails — the biggest was a roller furling 110 — but long on the comforts of home — such as a video player. Alas Wink II was the only casualty of the race, dropping out in Morro Bay with a broken boom.

Probably one third of the fleet had entered the race more for the fun of ocean sailing than the desire for trophies. For example on Syren, Joe and Terry Peter's heavy Explorer 45, they carried 11 crew! Despite all the boat weight, crew weight and provisions, they were still able to top 13 knots on one or two occasions. Crewmembers Guy Hesselgesser and Roger Morgan report that "the owner

was thrilled to death" on this his first ocean race.

Actually this Catalina Race was the first long ocean race for most participants, and by nearly unanimous acclaim it's ideal for that. What's so good about it? It's sort of like Miller Lite, it gives you everything you want in an ocean race — and less! For example you get the exciting spinnaker run, the importance of good navigation, and some critical strategic decisions — just as you'd find on the TransPac or a Mexican race.

But the race is short enough — rarely over 70 hours — so that it doesn't get boring and that various crewmembers don't start to grate on each other. And the time and money commitments are so much less. The race, complete with R&R in Avalon, takes no more than a week, and the trip back can be made in even less. And if you'd rather hire somebody to bring the boat back, you can usually do it for \$500.

And don't sell the destination short. "It's paradise!" claimed Lauren Hoffman among others. Naturally you might not like to spend two weeks there, but as a place for family to meet you and to relax after the race, it's great. Race headquarters are at the Hotel Catherine, right at one edge of the beach

and the shortest of walks from anywhere. Since there are virtually no cars, just golf carts on Avalon, crews can indulge in a few — or even a lot — post-race drinks and not worry they'll run someone over or be run over.

And naturally a few people did drink. The Hotel Catherine was the sight of a major debriefing and drinking from 10 to 4 one afternoon. Actually everybody's hours kind of got out of whack as a result of racing. Don Horn laughingly remembers he and his crew having some "five marguerita breakfasts" but nobody ordering wine with dinner. The compactness of Avalon is also a great asset. As you stroll around town, you can't help but bump into competitors and friends from other boats.

For folks coming down to meet racers, the beach is great and transportation to the island, around the island, and to boats from the shore is unexcelled.

The object of almost unprecedented praise was the Metro Oakland YC which put on the race. Participants enjoyed the pre-race festivities in the Bay Area and the post-race fun down at the Sand Dollar in Avalon — "the endless food and reasonable drinks were great".

Boatowner after boatowner told us they planned on making the race again next year. If you're a budding racer — or just a fast



The barkeep at the Descanso Beach outdoor bar keeps 'Syren's' Roger Morgan in cool drinks.

cruiser — with a couple of local ocean racers under your belt, we highly recommend next year's Catalina Race as a great way to get further into ocean racing and as an end in itself. The commitment is modest, the returns are lavish. As Don Horn of Thunder says, "It's the one to do!"

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BOAT POX

An astute social philosopher once pointed out that the solution to a problem often becomes yet another problem. When boatbuilders started making boats out of fiberglass 20 years ago, one of the biggest selling points for the new material was that it would be virtually maintenance free, unlike wood hulls which require constant upkeep. While this claim on the part of fiberglass builders and boat brokers has been pretty much upheld, there has recently been some indication that blistering in gel coats and the fiberglass structure of the hull itself may prove to be a major dilemma. It is a subject undergoing considerable attention these days and one without a ready answer. Here is our attempt to shed some light on the issue.

Blistering in fiberglass products is not a new problem. Swimming pools, hot tubs

"The blister
is trying
to suck the
ocean inside
itself."

and shower stalls have been subject to it for years, as have sailboats in all parts of the world. Contrary to popular belief, the gel coat that covers the fiberglass and resin is not totally waterproof. In wood boats, water permeation was expected — a certain amount of swelling of the wood was required to keep the boat's seams watertight. The fiberglass hull has always been considered an impermeable barrier between the water and the boat's interior. As it turns out, however, gel coats vary in their degree of ability to keep the ocean outside where it belongs.

Perhaps we should back up a bit and take a look at how a fiberglass boat is made. The whole process starts with a female mold



Fixing a bad case of blisters can be a bitch.

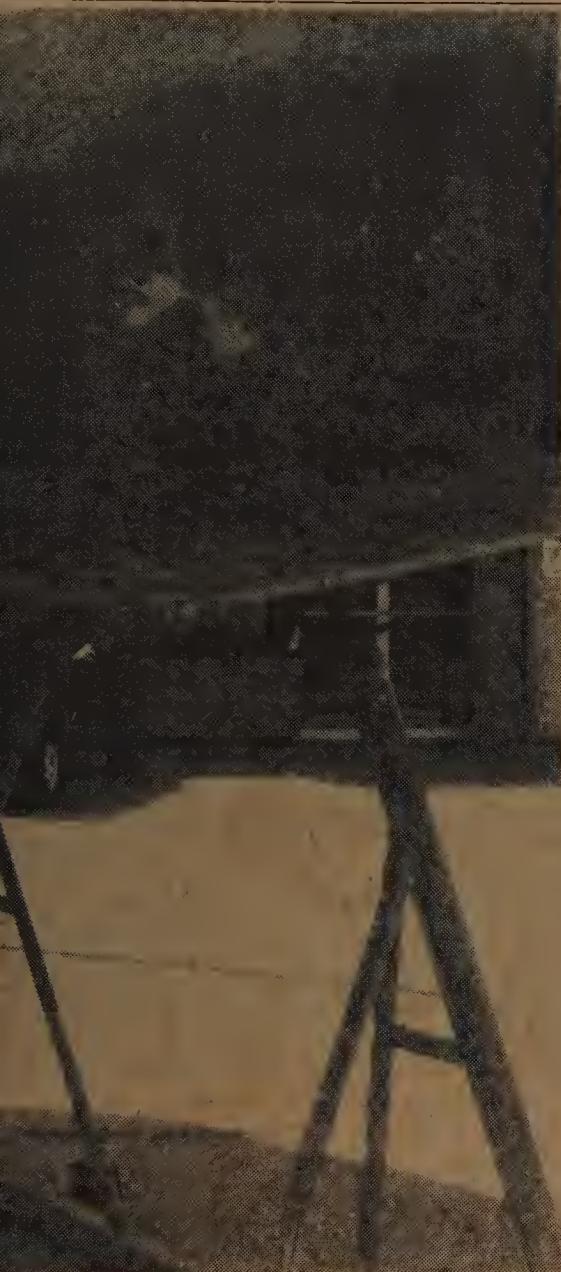
of the hull shape. After this, mold is waxed to a super smooth finish, the gel coat is sprayed on as a fine mist to a uniform thickness of about 20 mils (1 mil = 1/1000th of an inch).

The next step is to apply a layer of mat fiberglass (made of random fibers held together by a resin soluble binder) next to the gel coat and soak it with resin. A catalyzing agent added to the resin before it's applied causes a chemical reaction, creating heat which sets or cures the resin and makes it hard. Chemicals present in the resin melt into the gel coat during this process and bond the two layers together. Following this, more fiberglass cloth is added, usually alternating layers of mat and roving (woven fiberglass strands similar in appearance to burlap). The interior structure can then be built into the shell of the hull and, when the builder is ready, he can pop the boat free of the mold and finish it off.

So what causes blistering? Well, the origins of and timetables for this process are not as easily determined. The prevailing theory

is that air voids are created in the gel coat and/or fiberglass due to poor laying up techniques. Water permeates the gel coat and finds its way to these pockets, where it leaches chemicals from the surrounding fiberglass and resin. Moisture from condensation can also get sealed in the laminates during the building process and create the same situation.

As the water in these pockets becomes more concentrated, a process known as osmosis begins to take effect. You may remember from high school that when two liquids are separated by a semipermeable membrane, the one with the lower concentration will tend to move towards the area of higher concentration so as to reach equilibrium. That means that the water outside the hull will move through the gel coat into these areas of highly concentrated solution, causing them to swell. Put more simply, "the blister is trying to suck the ocean inside



prestigious Lloyd's Register of Shipping in England now refuses to certify a hull utilizing this type of gel coat. Orthophthalic resin is still effective in hull lamination, but tests have shown that by using isophthalic resin in gel coat, water permeation can be greatly reduced and along with it cases of blistering. Some claim that by including another ingredient, neopentyl-glycol, water resistance can be even more improved.

The next key step is the catalyzing of the resin. Most commonly used is a chemical called MEKP, which comes in 30 percent and 50 percent solutions mixed with organic solvents. The MEKP is what makes the resin cure, or "go off" as they say in the trade. In warm weather it takes less catalyst to induce this reaction, hence the two different concentrations. Knowing which one to use can be critical — if there's not enough catalyst the resin will not harden up fully. The gel coat must also be properly mixed so that certain areas aren't undercatalyzed and others overcatalyzed, and also so no air bubbles get left in the solution..

Application is another potential trouble

Fiberglass
blistering
is not
a new
problem.

past, "there are going to be some air bubbles in there." Another problem is humidity. If the fiberglassing is done when it's too wet or too cold, moisture can work its way into the laminates.

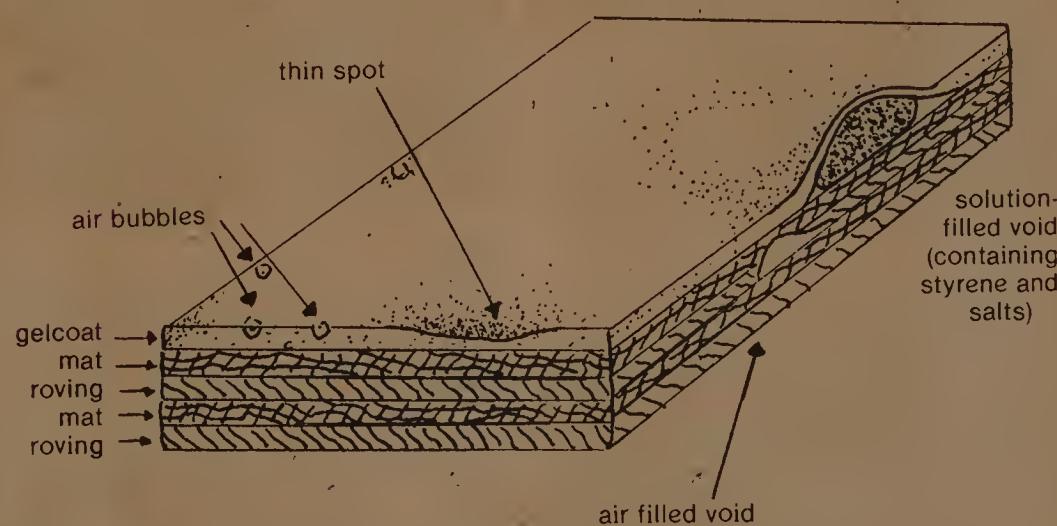
With all these places to screw up, it may seem like a miracle that any good fiberglass boats ever get built, but that's hardly the case. Take, for example, Buster Hammond's Islander Yachts in Irvine, California. Out of 9,000 boats his company has produced, he

itself", according to Richmond boatyard manager Don Peters. The pressure built up inside is such that Peters says he's been squirted in the eye on more than one occasion when he prodded a blister with his pocket knife. The fluid that comes out is usually dark and tastes bitter, containing among other things acetic acid, unreacted styrene and copper, calcium and magnesium salts.

The next question to ask would be how are these air voids and moisture pockets created in the first place? This is where many different notions come into play and no one appears to have an airtight, so to speak, answer. We'll take a look at some of them here.

The make up of the gel coat is one potential trouble area. Up until the late 1970's, the most commonly used polyester resin contained orthophthalic acid. Experience showed, however, that this type of gel coat was unreliable in terms of blistering. The

ADAPTED FROM 'PACIFIC YACHTING'



What a piece of a blistered hull might look like.

area. If the gel coat is too thin, it will be less water resistant. If it's too thick, it becomes brittle and cracks. When the first layer of mat is applied, air bubbles can get trapped as the resin is brushed into the cloth. "I don't care who's doing the work," says Peters, who has built both wood and fiberglass boats in the

says only two have major blister problems that he knows of. Statistically, that's an almost negligible amount. "It's not a big problem," he says, "but it's not an uncommon one in boatbuilding. We had blisters on Lido 14's back in 1959, so it's not a new problem either."

The maddening part about blisters is that no one can definitely say what causes them. "There are probably 30 factors that could

BOAT POX

contribute to them," says San Francisco surveyor Jim Jessie. "It's not a given that any one particular boat is going to have them either."

Other than the possibilities mentioned above, there is speculation that heat and water salinity might be contributory elements as well. Several sources report that the sunny side of a moored boat will sometimes blister while the shaded side won't. Also, boats in the tropics can develop huge blisters, as was the case of a 40-ft sloop spotted in New Zealand after sailing through the South Pacific. Craters the size of grapefruit pockmarked the hull and it was clear that not only was the gel coat affected, but the integrity of the hull itself was seriously threatened. While one might assume that the saltier water of the tropics might be a causative factor, the opposite may be the case. Fresh water tends to accelerate the osmotic process

Sometimes
the blistering's
so bad it
requires removing
the entire
gel coat.

since the difference in concentrations inside and outside the gel coat would be greater than for a hull in salt water.

There are also wide discrepancies about how many boats are affected by blisters. Jim Jessie figures about one out of every eight boat has them, while Peter Minkwitz, manager of Svendsen's Boat Works in Alameda, says it affects 70 percent of all fiberglass boats that have been in the water for five years or more. An article in the July 1984 issue of the trade edition of *Soundings* magazine quotes a study by the University of Rhode Island Sea Grant Marine Advisory Service as putting the figure at 20 to 48 percent.

Boatbuilders, as one might assume,

Our interest in blistering was originally raised by a couple of phone calls we received over the past year from owners of Valiant 40 sailboats built in the late 1970's. Both said that they had been having problems with blisters and they knew of other Valiant 40 owners facing similar difficulties. We were intrigued, especially since the Valiant was picked as the Boat of the Decade (1970-1980) by *Sail* magazine.

Getting the facts on the case turned out to be like grabbing a bar of soap in the bathtub. While those we talked to were for the most part eager to tell us their side of the story and how out of line those on the other side of the issue were, hardly anyone wanted to be quoted. There have been and are now several law suits involved, with hundreds of thousands of dollars hanging in the balance, so such precautions are not surprising.

The crux of the Uniflite/Valiant case seems to center around the type of resin that Uniflite used during the 1970's. It was called Dion 6692T and it differed from what most other boat manufacturers were using in that

charge that these claims are too high. Frank Butler, who produces 3,000 boats a year with his Catalina and Capri lines, admits that "any percentage is bad". He's been working with resin and gel coat manufacturers, conducting tests, and trying like hell to figure out what's going on. He concurs with Buster Hammond that the problem is not a new one, yet there has been an increasing incidence of blistering in the past two or three years.

Naturally, with millions and millions of dollars of boat sales annually, the manufacturers are reluctant to shoulder the primary responsibility, and so far there is no overwhelming evidence that they should. Butler points out that the rising number of blister cases coincides with changes in government regulations for the MEKP catalyst used in curing resin. You used to be able to buy this highly volatile liquid in 30 and 60 percent solutions, but the upper limit was lowered to 50 percent in 1981. This changed the product from a "red label" or hazardous status to a "yellow label" or non-hazardous status. Butler feels there may be a key there, but he's not saying it's a proven connection.

The resin, catalyst and gel coat manufacturers, also quite naturally, point the finger the other way. The new government regulation only changed the product's volatility,

THE UNIFLITE/VALIANT

it was fire retardant. That means it had special ingredients to inhibit the spread of flames. This safety feature had obvious appeal as a marketing tool.

Unfortunately, the plan appears to have backfired. Uniflite sued the chemical companies that were supplying the resin, the latest case being settled out of court early this year. No dollar amount was announced, but the Valiant owners believe it was a substantial sum. Many of them have been waiting in line for some kind of action on their behalf, and now that Uniflite has some extra cash they feel it should be passed on to them.

Uniflite has had trouble just staying in business for the past couple of years, with two years of heavy net losses in 1981 and 1982. By 1983 they were in serious trouble with their creditors. Florida's Murray Industries, which bought Chris-Craft in 1981 and returned that boating company to financial health, offered to buy Uniflite, but backed off when they learned of the potential liabilities stemming from the blistering problems. After Uniflite's favorable settlement with the chem-

they argue, but not how it is used. There can still be cases of workers using too little catalyst in hot climates, which would result in undercatalyzed and uncured resin in the finished product.

The increasing reports of blistering and the publicity generated by them have drawn the attention of national regulatory agencies, in particular the Coast Guard. Their National Boating Safety Advisory Council is currently studying the problem and have suggested the possibility of extending the boatbuilders' liability for hull defects from the present five years to ten under the Federal Boat Safety Act. Such a move, while it might make boatowners feel more protected, could throw the situation into even more confusion. Islander's Hammond argues that whenever a boat's bottom paint is removed, which would presumably happen more than once within a ten-year period, you can't be sure how much of the gel coat is ground away in the process. "If you disturb the gel coat," he says, "even by sanding with something rougher than 100 grit paper, you could be impairing its water resistance."

By now you are probably wondering about your own boat, if it's made of fiberglass, and whether or not blisters are this very moment swelling up under the gel coat. Not a very pleasing thought, is it?

CASE

ical companies in January; however, they changed their minds and went ahead with the merger.

Also of note is that less than a week after the March 30th Uniflite/Murray merger, the Valiant Yacht interest was sold to Mr. Jim Gray of Seattle. Part of that deal was that any problems on boats built prior to April 1, 1984, would be the responsibility of Uniflite. The new owners would be in charge of boats built after that date. They are still building the Valiant 40, and as Jim Gray points out they are now using the isophthalic resin, the type considered most effective in preventing water penetration into the hull (see main article).

Uniflite's new found financial backing may afford the company a chance to clean up their problems with the Valiant 40. The owners of the affected boats certainly hope so. Some of them don't want to wait anymore, though, and are now taking their cases to court. Seventeen of them filed for damages in Seattle's U.S. District Court this spring, but the case won't be heard until next March.

Remember, if you can, that the original argument for fiberglass boats still holds: you get many more weekends of sailing than working on your boat per year than you used to with wooden boats. And solutions for blisters do exist.

One of them is to do nothing. "I don't believe boats are sitting there dissolving," says Don Peters. Cosmetic blistering on a cruising boat is not a life or death issue unless you make it one. The hull is not going

to disintegrate underneath you as you head out the Golden Gate on your long awaited cruise.

Racers that demand a perfectly smooth underwater surface, or those with blisters that threaten the hull laminate are a different matter. One way to slow down the process would be to dry sail the boat, or haul it for any extended periods when you know you won't be needing it. That will give the hull a chance to dry out and will eliminate osmosis for the period that you're out of the water.

Localized blisters can be handled on a case by case basis. The procedure here is to grind out or sandblast the affected areas and let the holes dry out for as long as possible, up to a month or longer. You can see the dark water halos recede as the moisture evaporates. The next step is to fill the hole with epoxy, which has proven to be more water resistant than polyester. Jim Jessie says they used to do the job with bondo, but that just sucked up more water and made things worse. Make sure whichever epoxy you use is compatible with the polyester resin, though, so the hole stays filled. The patch job should be filled to the level of the original gel coat and then painted over with bottom paint.

Sometimes the blistering can be so bad it requires removing the entire gel coat. This is a tricky job since it usually requires extensive sandblasting or grinding, fairing the new epoxy coating and then applying a new coat of bottom paint. Several layers of epoxy must be applied to build another, hopefully more waterproof barrier that's anywhere from 10 to 20 mils thick.

You can also take the tack that prevention is better than cure. In fact, some manu-

facturers are now putting a barrier layer of epoxy right over the gel coat before the first application of bottom paint. This of course adds to the initial cost of the boat, but in the long run may pay for itself many times over. To perform an extensive patch job on blisters for a 30-footer can cost between \$3,000 and \$4,000. To redo an entire bottom on the same size boat can run up to \$10,000. Even then, there's no guarantee the problem won't return and boatyard operators are reluctant to offer one. "I tell people not to worry about it unless the blister has gotten into the laminate," says yard manager Minkwitz.

Another option is to go to the builder. They're interested in having satisfied customers and will hopefully assume a helpful attitude. "We recognize the problem and want to deal with it," says Buster Hammond. There will most likely be a point beyond which they won't want to take on the responsibility, but it won't hurt to ask and see what they are willing to do.

Our intention is not to scare anyone into thinking their boat is being consumed by a plastic version of acne, nor do we want to lay a bad rap on fiberglass boat builders or chemical companies that produce the material needed to build such vessels. We do most, if not all, of our sailing on plastic boats and collectively we own a small fleet of fiberglass craft. There's no question that we prefer sailing to sanding, and that the rapid rise in sailing's popularity over the past two decades is directly related to the use of fiberglass as a building material. But like taxes, VD and old age, hull blisters are a fact of life and the sooner we face up to it and grapple with the reality of it, the better off we're going to be.

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When we last left our hearty band of 13 solo sailors traversing the Pacific on their way to Hanalei Bay, Kauai, [Volume 85, July 1984] their race was slowing down. Six days into the 2,200-mile race, the Pacific High, which controls the wind on the Pacific like a cop controls traffic, began to descend on them. Optimistic predictions for fast elapsed times, such as Mark Rudiger's 14 day prediction, faded. What started out as a fast jaunt turned into more of a sedate cruise.

That didn't subdue the racing instinct, however. Leading the fleet home was Mill Valley's Peter Hogg and his 40-ft catamaran *Tainui*, the only multihull to compete in this year's race. He was followed by the first monohull, *Francis Who?*, sailed by Frank Dinsmore of Fair Oaks. Dinsmore is a three-time veteran on the race and this was the second time he took *Francis Who?* In 1982, a broken boom forced him to retire early, but this year he made it into the winner's circle, winning Class A and the Grover Nibour Trophy for first ultralight to finish. The grand prize of first on corrected time went to Sausalito's Mark Rudiger and his customized Carlson 29 *Shadowfox*.

Kay Rudiger, Mark's wife, was on hand at the finish line as the racers completed the course. (Actually, she was waiting to go home — she and Mark live on *Shadowfox*.) Following are some of her observations and profiles of members of the fleet.

Those who made it to 140 degrees west longitude by the time the Pacific High came south were lucky; those who did not really suffered. The course charts reveal that most of the fleet went just south of the rhumb line. Peter Hogg on *Tainui* sailed a more northerly route after the first jibe, while *Francis Who?* sailed further south than anyone else. Skipper Frank Dinsmore found more consis-



and second in Class A is a tribute to their skippers' abilities, experience and aggressiveness.

In terms of gear, autopilots were almost universally preferred to windvanes, although two of the Division A trophy winners used windvanes exclusively. There were problems with autopilots breaking down, making back ups extremely helpful. For navigation, Sat-Nav and Loran were prevalent, with only two entries relying totally on celestial navigation. Solar panels were effective for half of the six who used them, mostly as secondary sources of power.

The most popular spinnaker weight was $\frac{3}{4}$ ounce, and wraps were remedied by flying a daisy staysail or storm jib, which also acted as steadyng sails. During squalls, the 150% genoas were wrung out on a pole. Telescoping whisker poles failed to pass the ocean racing test: three of them broke. Frank Dinsmore was particularly pleased with his self-furling twin headsail rig, specially designed for him by Richmond's Jocelyn Nash.

Unlike the first three singlehanded Trans-Pacs, where communication was limited to VHF radios and the kindness of other boats nearby to relay information to land, the progress of this year's fleet was monitored by ham radio. Mark Rudiger and Rob Marotta on the DuFour 31 *Intrigue* collected position reports from other members of the fleet by VHF, and sent them back to race headquarters by ham. This had the side benefit of keeping those waiting at home or at the finish better informed about their friends and loved ones out on the water.

As for personal comfort, most skippers felt that four to five hours of sleep a day in the form of short naps was sufficient to keep going. Almost everyone overslept at least once. Food ranged from canned goods to retort pouch meals with lots of snacks. There were several complaints about the lack of fresh fruit.

Most of the fleet went just south of the rhumb line.

tent, but not stronger, winds there. Ten to fifteen knots of breeze seemed to be the average all over the course.

The generally light winds and the dead downwind course favored masthead rigs. Moderate displacement hulls were also in luck. There wasn't enough breeze to allow the ultralights to get up and plane and the heavyweights had trouble reaching hull speed. The fact that the ULDBs placed first

Lost halyards were a problem, as they had been in the 1982 race. Most of the skippers were prepared, though, with extras rigged and ready to go. Only one sailor, Peter Bird, had to go aloft, and he was able to do it in calm weather. Almost all the boats had secondary spinnaker and main halyards, and as many as three jib halyards.

ALL PHOTOS BY KAY RUDIGER

Peter Hogg: Tainui

Tainui suffered a broken headstay on the third day, but Peter had little trouble staying the mast with halyards while completing repairs. More serious were the stress cracks which developed in one of the pontoons. The living pod which sits atop the arch also began to delaminate. Peter woke up one night to a "whoosh, whoosh" pumping sound which he discovered was sea water flowing into his cabin. He thought briefly about going back but quickly realized that sailing downhill was the only way to go. After the third day things eased up when the wind moderated and swung aft, but he still didn't feel he could "open up the throttle" all the way.

The race committee almost missed Tainui's arrival at Hanalei Bay on July 1 (Pacific Time). Reaching through the moonless night at 22 knots, he finally made contact when he was a mere three-quarters of a mile from the finish line. Race Chairman Fred Joyce, who brought Peter in after he

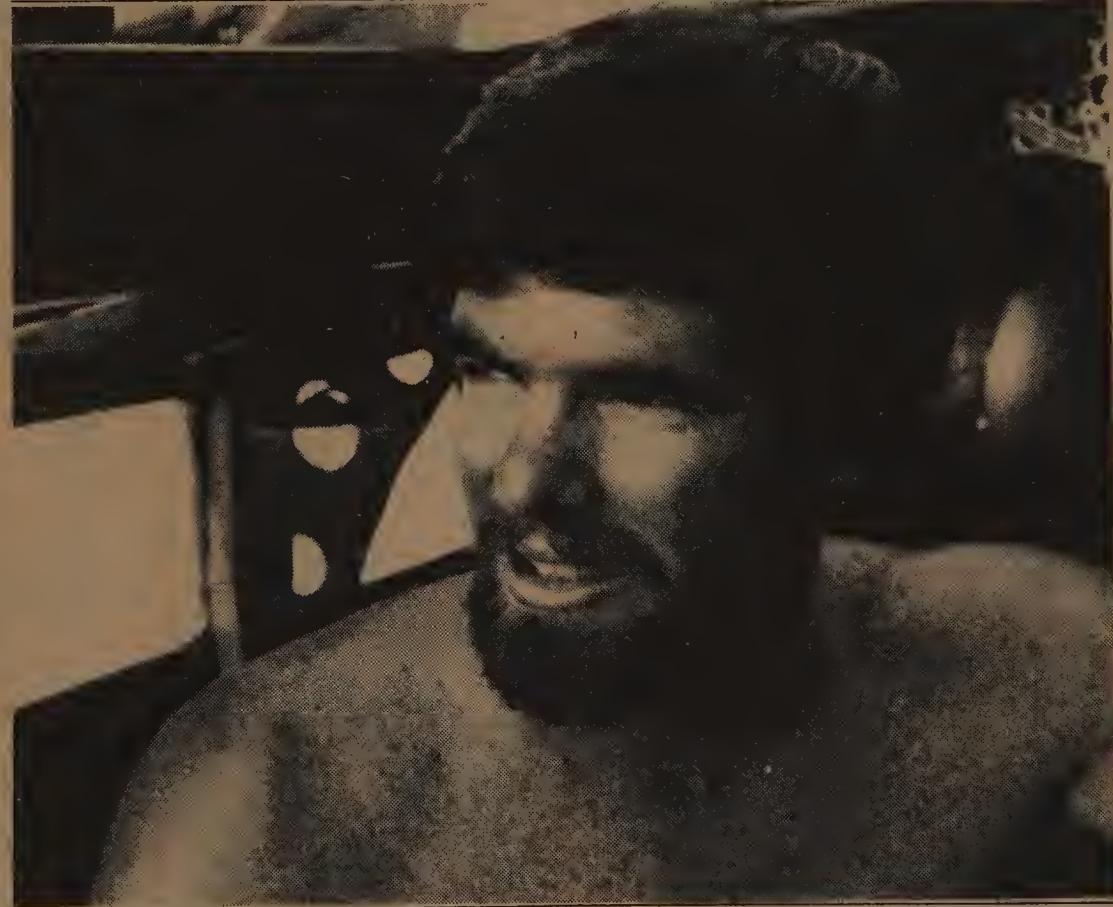
maran Crusader. He's completely sold on multihulls as the way to go, saying, "God made man to walk on the level!"

Frank Dinsmore: Francis Who?

Frank arrived at dawn on July 2nd, also looking very relaxed. Except for the first three days of heavy weather, he described the race as more of a cruise. There wasn't enough wind to get *Francis Who?* up on a plane, so the race required no great feats of endurance on the skipper's part. His one bad moment came on the second day when a breaking wave rolled him 120 degrees, putting the spreader in the water. Frank was safely wedged in the companionway at the time, but some of his gear went overboard, including all but one winch handle and one lighter (which he needed for cooking).

Francis Who? had a single solar panel which was unable to keep up with electrical needs because of the frequent overcast. Frank relied instead on his Honda generator, running it up to four hours per day.

Overall winner Mark Rudiger.



Peter Hogg, left, and Frank Dinsmore celebrate their early arrivals.

Overall, the participants felt the experience was either "terrific" or "awful" with very little in between. It seemed to depend entirely on the realization of one's expectations. When asked if they would do it again, only Grace Sime and Frank Dinsmore responded negatively. Peter Hogg, on the other hand, is eagerly awaiting the 1986 contest when he plans to set a new elapsed time record.

Also worthy of mention was the race committee of the sponsoring Singlehanded Sailing Society. They probably worked as hard as the racers in preparing, managing and running this year's race. Their work included a year-long series of seminars on such subjects as self-steering devices, electronics, sail handling, navigation and weather. Then there were the obligatory pre- and post-race meetings, dinners and awards ceremonies, as well as a 24-hour watch at the finish line in Hanalei Bay. There is a unique feeling of comraderie associated with the SSS's Singlehanded TransPac, and the race committee continues to play a major role in creating that friendly atmosphere.

anchored, said he looked as if he'd just come in from a daysail.

Hogg feels he now knows what it will take to maximize *Tainui*'s potential, and plans to spend the next two years preparing for the 1986 TransPac. His goal is to break Mike Kane's elapsed time record set with the tri-

Keeping to a strict daily regimen including day bags with nutritional, well-rounded meals and vitamin supplements was important to Frank. He also changed into clean clothes daily.

Three times on this race is enough for Frank, who is retiring to become the chair-

SSS TRANSPAC

man for the 1986 version. He'll share those duties with his wife Marlise.

Richard Squire: Easy Street

Easy Street, from Marina del Rey, has been raced extensively, once winning her class in the Puerto Vallarta race. This was Dick's first long distance solo effort except for the Guadalupe race, which also served as his TransPac qualifier.

Easy Street's best day run was 178 miles. Although he carried two autopilots, Dick had problems with both. His primary, an Alpha, was improperly installed and his back-up just didn't work. He relied instead on a Monitor windvane which he felt was good, although there wasn't enough wind to steer the boat well dead downwind. Despite these problems, he says he never handsteered during the race.

The worst moment came when Dick, about to set the chute for the first time,



Barry Ruff.

discovered a problem with the self-furling headsail. It didn't want to furl. It took three hours to get the sail stowed properly. Easy Street is cutter rigged and Dick uses a daisy staysail or genoa staysail to help stabilize the boat in confused cross swells and light winds with the chute up.

Regarding preparation, Dick felt his gear was not sufficiently tested, even though he spent a year getting ready "passively" and another eight months "actively". The least adequate pieces of equipment were the Spinnaker Sally and the telescoping whisker pole which broke almost immediately.

Among the most reliable equipment was his Decca Racal SatNav.

Dick doesn't think he'll do the race again because of all the preparation required. If he does, though, he'd choose a smaller, lighter boat. He'll be singlehanding home later this summer because, as his wife explains, "He smokes big cigars so nobody will go with him!"

Mark Rudiger: Shadowfox

Shadowfox was one of the best prepared entries. Electronics alone included NCS SatNav, North-Star 800 Loran, Navik Windvane and two Navik autopilots, Panasonic shortwave and Kenwood TS-430S ham radio, Pernicka radar detector, offcourse alarm, recording barograph and a solar panel. Mark also worked hard at getting himself ready with lots of singlehanding, doublehanding and crewed racing. He earned his general class ham radio license and studied meteorology to better understand the weather.

Mark elected not to hold himself to a routine, but did what felt right at the moment. He says his "sixth sense" worked well, alerting him to necessary sail changes, ship traffic and the like. He stayed up during the day, handsteered whenever he felt it would help the boat's performance, and napped at night. His windvane worked best during the first few days of heavy weather and then he



Peter Strykers arrives looking clean and rested.

switched over to the autopilot for downwind work.

The high point of the race was about a week out when Mark had radio contact with enough of the competition to feel as though he was really in the running. After that he would visualize one boat in front over the horizon that he had to catch, and another behind him that he had to shake. He also got a big psychological lift from daily ham radio contact with fellow competitors Rob Marotta and Ken Roper, as well as with Peter Sutter who was doing a delivery to Hawaii, and with Jack Edinger and Donna Kirby in Sausalito.

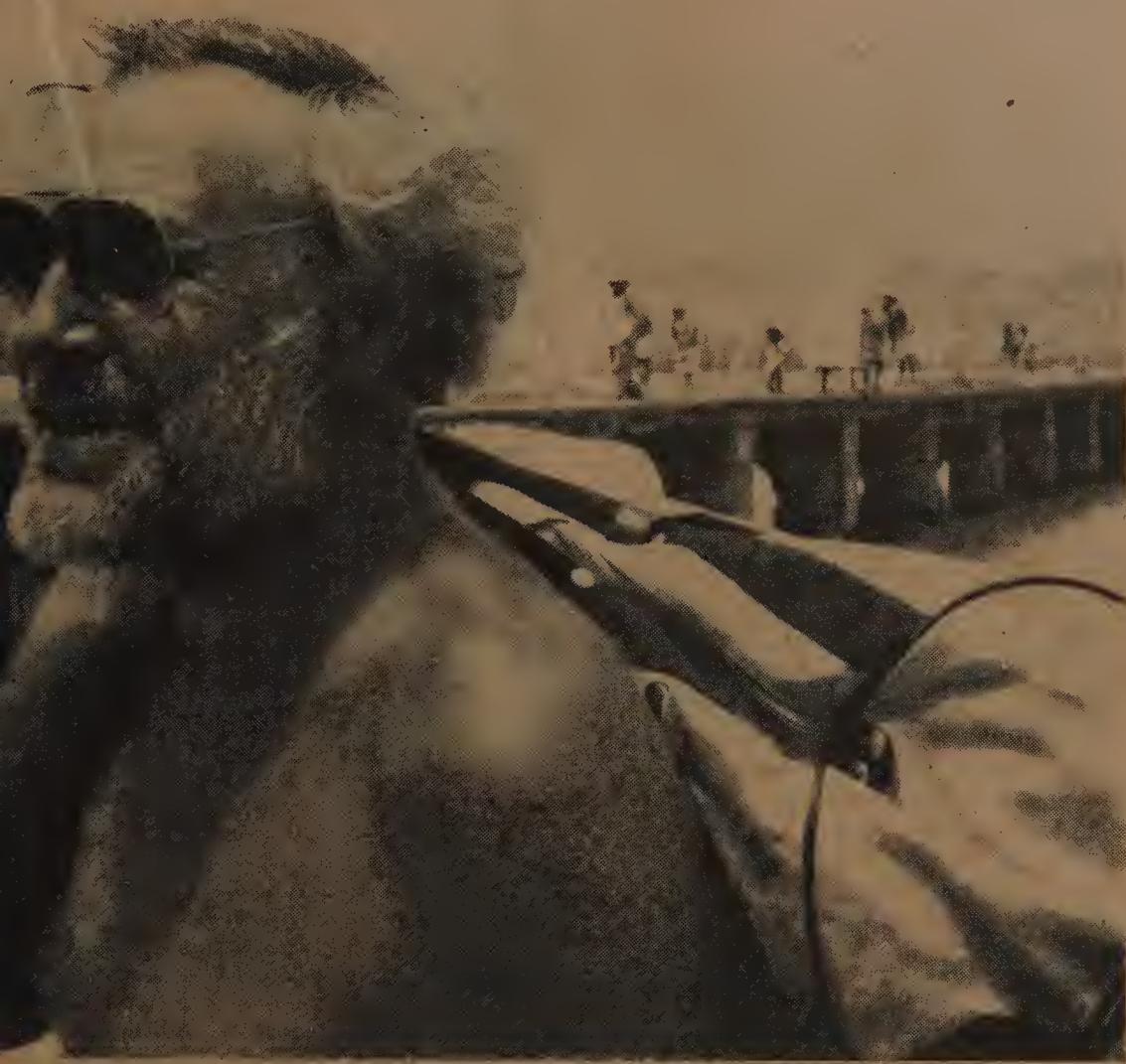
To do the race again, Mark would like to take a big ultralight racing machine and go for the elapsed time record. This summer he'll be cruising the islands and racing in the Clipper Cup before heading back to San Francisco.



Rob Marotta.

Jerry Huffman: Pacific Childe

Jerry was pretty much a mystery man both before and after the race, but his performance in the race demonstrated that he is a well organized and experienced racer.



Pacific Childe is a trim and tidy vessel; the only evidence of damage was a broken whisker pole on the cabin top. Jerry did say at the trophy dinner that the race was the "very nicest trip he ever had", and that he was going to work very hard to have more Southern California boats entered next time.

After the race Jerry left for Lahaina where he and his fiancee Cindy were going to be

married. Following that was a cruise to Alaska with his teenage sons.

Barry Ruff: *Philotimo*

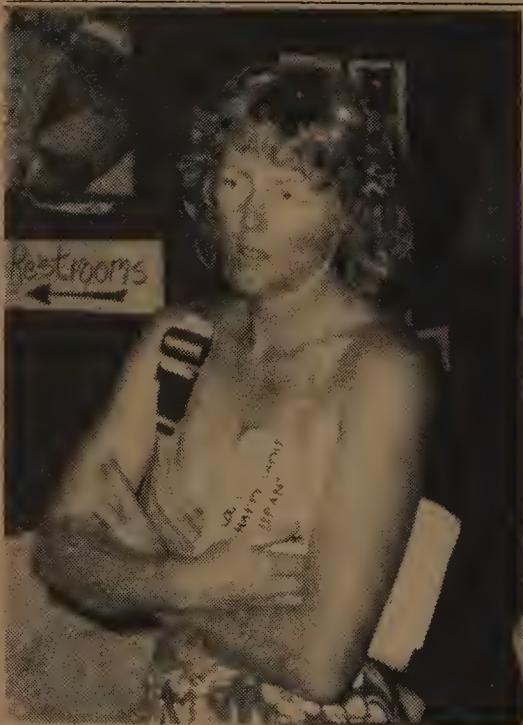
Barry was disappointed in his performance, mostly due to failed expectations. He bought *Philotimo* in England and sailed it solo to Vancouver via Panama four years ago, so he was no stranger to singlehanding.



Cruising doesn't make you push yourself, though, so he was less prepared for racing.

He had hoped to leave Vancouver by mid-May so he would arrive in San Francisco soon enough to offload his liveaboard gear, including a rigging workshop, two dinghies and extra ground tackle. He also needed practice setting a chute and getting to know his Aries windvane. Bad weather changed those plans, and he got to the Bay only a few days before the start.

Once racing, Barry regretted not having an autopilot — the windvane was slow to respond dead downwind. The three days it took to get the hang of flying the spinnaker,



Left, Jerry Huffman. Above, Grace Sime-Hammett.

frustrated him the most. Other major problems were the engine, which broke after the start, and provisioning. His food supply consisted of what he could grab at the Marina Safeway the night before the start. As a result he arrived very tired and 15 pounds underweight.

In spite of these hassles, Barry felt it was worthwhile and that he learned a lot. Time and money permitting, he'll think seriously about doing it again.

Grace Sime-Hammett: *Ichiban*

"Awful is a good word for this race," says Grace, even though she took second in Division A. After a great start, Grace suffered during the first three days of heavy weather. The first morning out she burned her foot with scalding water while making coffee. She gave up cooking for the rest of the trip. One solar panel was bent by a breaking sea and

SSS TRANSPAC

the other just pooped out, leaving her with very little power. She had radio contact only once. Worst of all, she missed her new husband Greg more than she ever imagined possible. The light winds in the last half of the race didn't help either, and she's glad she didn't have a motor because she probably would have used it.

Grace says she didn't find the Moore 24's space confining. In fact, she wished the boat were smaller at times. She gave high marks to her Navik windvane, stressing its responsiveness and range.

Grace now wants to retire from the sea and spend the next year as a landbound no-

loran ("terrific"), NCS SatNav ("the Pinto of SatNavs, but it always worked"), Monitor windvane ("too much yaw downwind in light air") and Autohelm 3000 ("negligible power drain"). His best piece of gear was a Walder boom break, which is a winchable preventer and gybe controller. The installation and service on these items were also excellent.

Rob's best moment was one evening at sunset. He had just taken a shower and eaten a spaghetti dinner. The chute was up, *Intrigue* was doing 10 to 11 knots, and everyone on the ham reported they were in the good stuff too. Singing was excellent therapy; he would accompany his tapes, crooning at top volume until he got laryngitis.

He might do this race again, but is also thinking about OSTAR (the solo TransAtlantic race). Since he basically likes monohulls, he wouldn't be going after first to finish. He does like the idea of preparing the boat and driver as a team, and the peace of mind that the accomplishment brings.

Ken Roper: Harrier

Ken made this trip as a cruiser, so it was a very relaxed sail. He had bad luck with halyards, losing the main twice. He was able to rig an alternative without going aloft but sacrificed a lot of speed in the process. After that he took it pretty easy, reading 13 books enroute. When landfall was imminent, he was below reading with the autopilot steering while he checked the sails through the canted cabin-side ports. Now that's relaxed!

He plans to stay in the islands for the summer and then return to the mainland. "The race doesn't end until you sail your own boat back!" he says.



wind and a rhumb line course to correct out well with his 27-ft, 5,800-pound boat. Later he changed to a tortoise and hare approach. His guidelines became "be consistent" and "don't break anything". He relied heavily on his 3/4 ounce chute, an Autohelm 2000 autopilot and a Micrologic 5000 Loran C, which gave him fixes all but one day. He drew power from both a solar panel and his engine, although he wished he'd taken a Honda generator after he realized how dependent he was on battery power to run his instruments.

Jeff would do the race again, not just to compete but to win and break records. He'd like to try it on a multihull for the exhilaration, and has come to the realization that the race was mostly a matter of endurance and perseverance. His advice to future competitors is to use your common sense and not be talked into what the experts tell you is right. Also, he adds, "How could anyone lose coming here?"

Peter Strykers: Alistelle

Peter looked as if he'd just stepped off a cruise ship when he landed on the beach at Hanalei, attired in crisp white shorts and white sports shirt. That wasn't far from the truth, since *Alistelle* is outfitted as a plush liveaboard vessel complete with harpsichord and many creature comforts.



Jeff Hartz.

mad, living and traveling in a van.

Rob Marotta: Intrigue

Before the start, Rob said he was certain of his strategy: follow Rudiger! That's what he did, earning himself third place in Division B. He says he had the time of his life, that he never got depressed or felt the least bit discouraged. It was all an adventure!

The DuFour 31 was a great boat for him. He'd get angry and yell at individual pieces, but never at the whole boat. The greatest frustration was a glitch between his ham radio and the autopilot: every time he transmitted, the autopilot would go haywire. He was really looking forward to spending more time on the radio.

Rob likens this race to a NASA space launch where everything is checked, then double and tripled checked, and there's a back-up on all systems. He had a Trimble

Jeff Hartz: Baobab

The baobab is a large African tree which Jeff describes as being a complex ecosystem composed of a myriad of interdependent creatures functioning as a life support system. He compares that to an offshore sailing boat.

Jeff had a depressing start, ripping his main the day before and spending all night repairing it. After crossing the line, he failed to clear the channel before the flood started and got sucked back in the Gate. He restarted the next morning and then had a great time, doing seven to eight knots and catching up to those who got off earlier. His optimism faded again when the Pacific High caught him; it took a week to get around it.

Before the race, Jeff figured he needed



The kids of Kauai.

Peter had intended to race competitively, but lost his self-furling headsail early in the trip. He could then only use his genoa stay-sail on the cutter rigged ketch, slowing his progress. He didn't seem terribly disappointed at the finish, saying he and Jeff Hartz were in close VHF contact, "yakking like a

couple of old ladies".

The only other major problem was a burst hose leading from the water tanks to the shower. All but 20 gallons of his 200-gallon fresh water supply leaked into the bilge. Peter fixed the hose and saved what water he had left for a shower just prior to disembarking. Drinking water was no problem, he reports, since he only drinks gin.

SINGLEHANDED TRANSPAC RESULTS

SKIPPER	HOME	BOAT	TYPE
Multihulls			
<i>1 Peter Hogg</i>			
	Mill Valley	Tainui	Newick 40
<i>Division A (PHRF up to 156)</i>			
1 Frank Dinsmore	Fair Oaks	Francis Who?	Olson 30
2 Grace Sime	Atherton	Ichiban	Moore 24
3 Barry Ruff	Vancouver, B.C.	Philatimo	Ohlsen 38
4 Dick Squire	Malibu	Easy Street	C&C 40
<i>Division B (PHRF 159 and above)</i>			
1 Mark Rudiger <i>(also 1st Overall)</i>	Sausalito	Shadowfox	Carlson 29
2 Jerry Huffman	San Pedro	Pacific Childe	Cat 34
3 Rob Marotta	Los Gatos	Intrigue	DuFour 31
4 Ken Roper	Marina del Rey	Harriet	Finn Flyer 30
5 Jeff Hartz	Redwood City	Baobab	DuFour 27
6 Peter Strykers	El Cerrito	Allstelle	Explorer 45

DNF: Banks Henward, Phoenix, AZ; Pippin, NorWest 33; Paul Connolly, San Francisco, Bit, Aphrodite 32; Randy Waggoner, San Francisco, Radical, Custom 24; Bill Prout, Sausalito, Viking Spirit II, Pearson 36.

Peter Bird: Siren Lucy

Last to finish, TransPacific rower Peter Bird, was disappointed yet philosophical about how the race turned out. He knows preparation is the key to such an undertaking, and that he was not fully ready. He only bought the boat three months before the start, and most of the gear onboard was borrowed. He had only sailed the boat on his qualifier, during which a gale blew him south to Santa Barbara.

After his Autohelm went dead three days out, Peter felt the race had passed him by. He never thought of turning back, however.



Dick Squire.

He rigged self steering lines from the storm jib, flown under the spinnaker, back to the tiller. He sailed the boat 18 hours a day, sleeping the remaining four. Celestial navigation took about half an hour a day. When the High came south, he was caught in it and had a day's run of only 30 miles.

A week before landfall the wind came back and he again felt like steering. He imagined himself a rich Arab driving a Cadillac through the desert where there are no roads and he could go wherever he wanted. His goal was to make it to Hanalei for the trophy dinner, but he missed it by a day. Nevertheless he's glad he did make the trip and feels badly for those who dropped out because of the experience they missed. He plans to sail *Siren Lucy* home, sell her and continue working on his book about rowing across the Pacific to Australia.

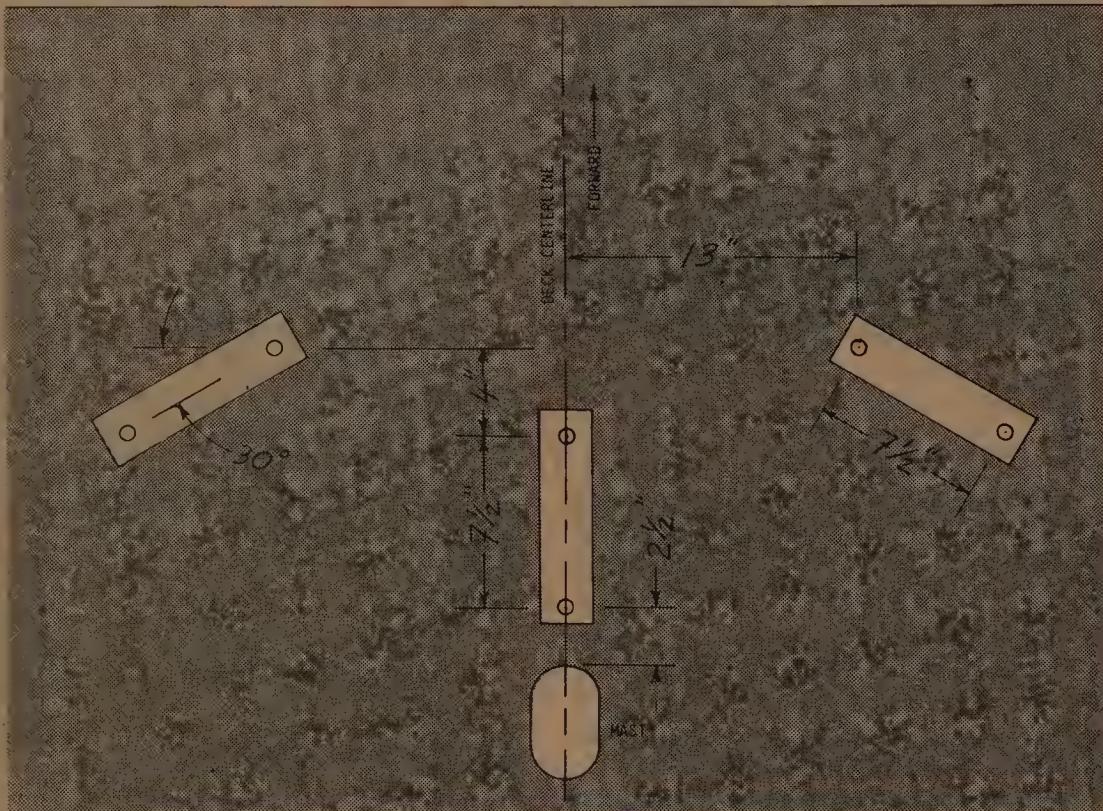
— kay rudiger

Every summer at about this time, my one-design fleet holds its annual raft-up and clambake. This year it was a little different from previous events, however, because we finally convinced the fleet to go someplace other than Hospital Cove on Angel Island. Instead we chose one of the less well-known little bights in the Marin shoreline — a spot with excellent protection from the wind and fog, and a good beach for landing dinghies. No moorings, though. We

after the fact.

We redistributed our live ballast, and eventually succeeded in getting ourselves tied up properly without further contact.

The boat we had rafted next to was one that I was very interested in getting a close



Foredeck layout for footstraps.

would have to anchor for a change.

"Some of the boats will be getting their anchors wet for the first time in years!" remarked one of my crew as we motored around the last point before coming into view of the anchorage.

"That's why we're arriving late," I said. "Someone else is sure to have already put their hook down and started the raft."

Sure enough, three boats were already tied up with our Fleet Commodore's boat in the middle, heavy anchor lines strung out fore and aft.

"Glad I don't have to be Fleet Commodore this year," I thought to myself.

We circled once while we got our fenders out, and approached the outboard boat on the starboard side of the raft. As we slowly drifted up alongside, my crew were all standing on the port side with bow, stern, and spring lines, while the crew of the other boat was on their starboard side lowering fenders and getting ready to fend off.

"Twang!" or rigs snapped against each other.

"Watch the spreaders!" everyone shouted

I looked at. It had done extremely well in most of the races so far this season, and had acquired something of a reputation for being very well rigged, if not over-rigged with novel sail handling gear. It was also notable in that it was owned by a woman, and was the boat that Lee Helm, my young naval architect friend, had been crewing on lately.

Lee was the first to greet me as I snubbed up the second spring line that would keep the rings of the two boats well separated.

"Hi Max! Looks like you banged up your spreader tip!"

"Just needs a re-taping," I said. "But as they say, 'Any docking you can walk away from . . .'"

"You know your spreaders aren't tilted up at exactly the right angle, Max. I mean, you really should re-work the seizures to the shrouds anyway."

"Come on, Lee. They're so close it won't make any difference. But my crew and I are very interested in taking a look at some of

your deck gear. Mind if we come aboard?"

"Please do," answered the owner of the boat, who had just come up from below with a large portable ice chest.

"You'll notice I've gone to six-to-one on the barber haulers," she explained as we climbed over the lifelines and onto her foredeck. I use wire for the two-to-one part, then a three-to-one tackle controlled from the weather rail . . ."

"Wait a minute!" interrupted one of my crew. "Are those windsurfer footstraps all over your foredeck?"

"That's exactly what they are," said Lee.

"What on earth are they for?" I asked, contemplating the three foam padded loops positioned just forward of the mast.

"We do end-for-end jibes, Max, and our foredeck person can get much better leverage on the pole if his feet are held down."

"Really?"

"For sure! It's like riding a bicycle with toe clips. Good bike riders don't just push down on the pedals, they pull forward, up, and back for more power. This is the same principle. You don't have to rely on gravity to hold you down, or brace yourself against the mast. The difference is . . . awesome!"

"Why didn't we think of this?" said my awe-struck crew. "Mind if I try them out?"

The owner of the boat instructed my crew how to use the straps, although it was really pretty obvious. Face forward and use the port and starboard straps for pole handling during a normal jibe, switch one foot to the centerline strap when lunging way outboard with the pole or reaching for the new guy.

"I want a set of these!" demanded my crew.

"Better give your foredeck person whatever he wants, Max," advised Lee.

We went back aft to the cockpit to examine some of the boom fittings, and another interesting piece of hardware caught my eye. It was a stainless steel hook with two small cheek blocks built into the sides of the hook, and it was set up to pull on the outhaul with a five-to-one purchase.

"Where'd you get that outhaul fitting?" I asked.

"Oh, you can find those at almost any sailboard shop. Pulley-hooks of one sort or another are becoming very common on sailboard masts and booms, where you need tremendous tension and have very small clearance to work with."

I must have raised my eyebrows at the term "pulley-hook".

"You can't expect those windsurfer types to know what a 'block' is," added the owner. "But their technology is way ahead of ours in certain areas. This hook is perfect for the outhaul on our boats. It only takes up to 3/16-inch line, though, so you have to splice it to a thicker tail if you want the jammer at the front end of the boom to work."

I examined the hook more carefully. The blue 3/16-inch line dead-ended at a becket hole on the hook, then led alternately through a double block wired to the boom tip fitting and the cheek blocks on the hook before disappearing into the boom around the outhaul sheave. The same color line, but of about twice the diameter, emerged from the other end of the boom at the gooseneck.

"Looks like there's a trip to the sailboard shop in my future," I predicted.

"You'll enjoy checking out some of the equipment they've developed," said the owner. "It's a lot of fun to look for innovative products that have applications in areas other than what they were first intended for."

"That's what they call 'crossing technologies,'" said Lee. "I mean, look at all the stuff first developed for climbing, backpacking, and even hang-gliding that's found its way onto the state-of-the-art sailboat."

"Not to mention golf," I added, thinking of the time I had seen a 25-foot telescoping golf ball retriever catch a wayward spinnaker umbilical cord.

"And it's only in the last year or so that you could get a winch handle with a good bearing in the grip. The bicycle people have been way ahead of us for years in the field of human power transmission."

But the windsurfers and catamaran sailors have some of the most interesting gear right now," said the boat's owner. Especially things like harnesses, booties, dry suits, and other specialized clothing. Also batten fittings and various line tensioning devices."

"Anything else that could be used on real boats?" I asked.

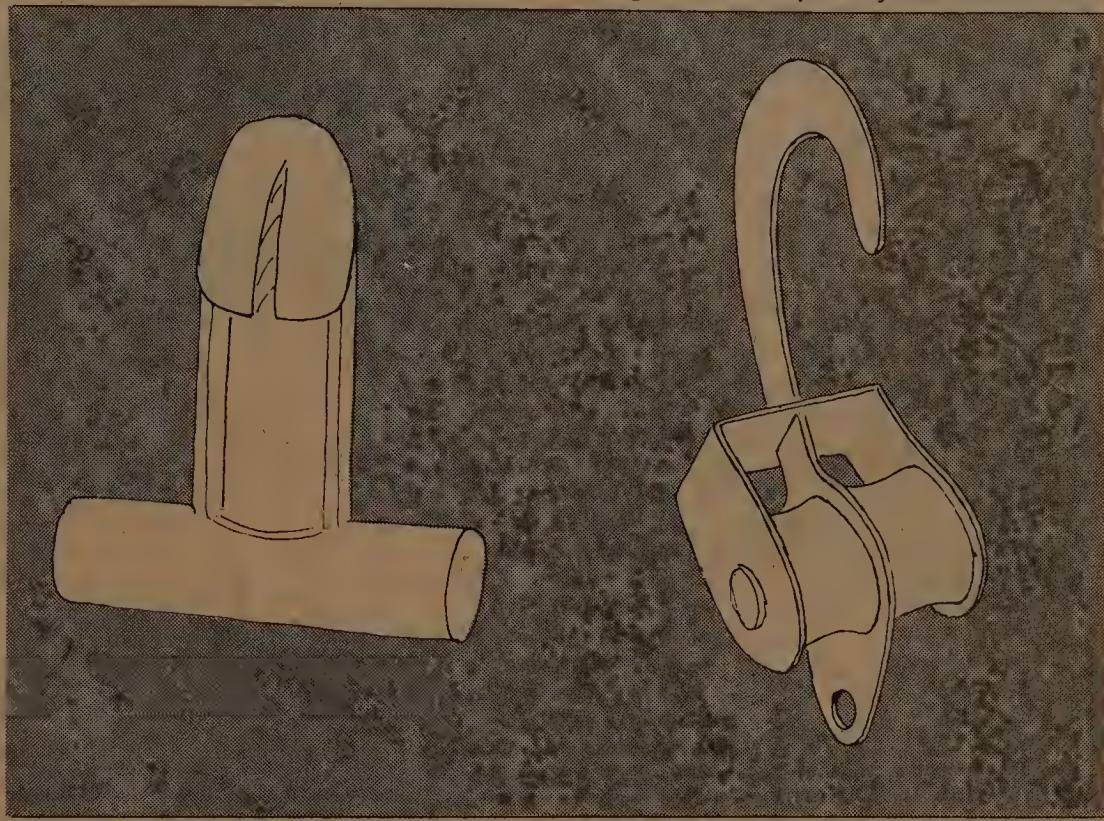
"There's a little device called a 'Line Handle' that's advertised in the catamaran magazines. It's essentially just a clamcleat and a trapeze handle combined, and it's meant to be used for pulling on trampoline lines and small diameter halyard tails, where the line is too thin to pull on very hard by

hand. One of our crew has one, and she says it's for leech cord adjustments on big boats."

Just then I noticed another boat approaching to raft up on my starboard side, so I went back over to my boat to get more fenders out and take their lines. (This time I reminded everyone about the spreaders in

"Well, one of the major sources of inefficiency in a sailboat rig," she continued, "is the fact that the sailplan is nearly triangular. If you could achieve a better lift distribution spanwise, that is from top to bottom, you could have a much higher lift-to-drag ratio."

I remembered being thoroughly snowed the last time Lee tried to explain induced drag to me. I desperately tried to think of a



Left, line handle. Right, pulley hook.

time to prevent another bad twang).

A few minutes later the shore boat was back to ferry another load of sailors in to the beach. Since my boat was now protected on both sides, I rounded up my crew and clambake supplies and we piled into the inflatable. Lee and her skipper and their big ice chest joined us, and we pushed off.

As we motored to the beach I compared the rigs of the boats in the raft-up.

"I notice you have considerably more mast rake than I do," I remarked to the other owner. "Is that to increase weather helm?"

"No," she answered, "but the boat does seem to point a little higher with more mast rake."

"I've heard sailmakers say that also," I said, "but they could never explain why."

"It's really very simple, Max," interjected Lee. "Remember what I told you a few months ago about induced drag?"

"Oh no!" I thought to myself. "Not induced drag again!"

way out.

"You see, Max, a swept-back airfoil, which is the same as a raked mast, tends to load up on the tip relative to the root. So the effect is to make the airfoil behave as if it were closer to the ideal elliptical spanwise lift distribution which minimizes induced drag."

"Of course," I lied blatantly. "It's obvious when you think of it that way."

Lee had the satisfied expression of a teacher who had made progress with a difficult student. Everyone else in the dinghy was totally baffled. Fortunately we hit the beach before they had a chance to ask any questions.

As usual, the raft-up and clambake was a smashing success. Word spread about the footstraps on the foredeck, and virtually every person there made a point of trying them out before they left that night or the next morning.

I think the people who run the sailboard shops are going to see some new faces in the next few weeks!

- max ebb

MORA

What other race has among its participants an encounter group leader, at least two noted naval architects and a third on his way to becoming one, a blonde surfer and someone who listens to KALX? The Midget Ocean Racing Association (MORA) Long Distance Race, what else? Any group that lives by such credos as "When the going gets weird, the weird get going" and "In MORA there are not losers and winners; there are losers and survivors", is the logical place for such a diverse group.

For 18 years now the MORA's have been celebrating their individuality with their race down the coast. Their final destination varied for the first decade, but now they've settled on San Diego for the finish line. That makes it 437 miles from the start off San Francisco's Baker Beach to Point Loma, a healthy distance for the entries, all of which must be 31-feet or less overall.

This year's edition started on June 30th and drew 23 boats in both light and heavy divisions. First to finish was one of the lights, Bill McLuen's *Sparky*, a 30-footer designed by Gary Mull's Oakland office. In addition to the owner, her crew included Jim Donovan, a former employee of Mull's who did a lot of the drawing for the boat, his brother Bill Donovan and sailmaker Dee Smith. This foursome put on an impressive display of speed, outdistancing the second boat across the line, Eric Sultan's *Special Edition*, by almost three and a half hours.

Special Edition, a modified Wilderness

You never know who . . . or what . . . you'll meet on the San Diego race.



Starting action off Baker's Beach.

LATITUDE 38/RICHARD

came out the winner over *Sparky* by two seconds!

Now two seconds is a close race whether you're sailing El Toro's one design in the yacht club basin or charging down the Pacific from one end of the state to the other. It's also not much when you consider that in this race everyone takes their own time as they cross the finish line. The race committee hasn't been able to convince anyone that sitting in the swells off Pt. Loma for a day or so

Jim Donovan feeds mascot Sharkey some peanuts.

uniformity, watches are calibrated to the one in the clubhouse. The system actually works quite well, according to those familiar with it.

The fellows on *Sparky* weren't satisfied to lose by a mere hiccup, although they didn't point their fingers at the finish procedure. Instead, they discovered that *Special Edition*'s PHRF measurement form contained an inaccuracy. The Chuck Burns' designed sloop, while fractionally rigged (as is *Sparky*), has masthead spinnakers and jibs (as does *Sparky*). The only problem is that *Special Edition*'s PHRF form states that her genoas are fractional, hence the protest. At press time a decision was still forthcoming.

Sparky and *Special Edition* took two very different tracks to San Diego, with the former making a bee line from Point Conception to Point Loma. *Special Edition*, hoping to find more wind, went outside the islands off Santa Barbara and Los Angeles. The rhumb line seemed more appropriate since, as Dee Smith put it, "there was no more wind outside than there was inside."



JOHANNA WELP

30, was skippered by Santa Cruz's David Hodges and had a talented crew of Ian Klitzka, Dennis Gruidl and 1982 race winner Dave Hankel. They had an even bigger six-hour margin over the next boat, and when the handicap was calculated, *Special Edition*

while the fleet finishes would be a fun project, so they rely on the contestants to punch their timers as they cross an imaginary line between the lighthouse and another mark. Finish times are then reported to the host San Diego YC after docking, and to insure

Even though Dee is one of the all-time

LONG DISTANCE RACE

was Bruce Cameron's classic Thunderbird *Pandemonium*, a hard-chined 26-footer from San Diego. Cameron, a dentist, was sailing with his brother Stephen and his 70-year old father Bob. "We had the geriatric crowd along," he joked. Also onboard was an old sailing friend, Steve Lewis. The Camerons used to race trimarans ten to fifteen years ago, but now devote their time to the one design Thunderbirds, which have a small but very active fleet in San Diego. Two years ago in another light air contest they were third in class. This time, as in 1982, they were fourth overall.

Pandemonium was just one of the half dozen Southern Californian boats that trailed north for the race. Three that shared the same trailer and towing truck were the Capo '30's *Triple Bypass* and *Instinct*, and *Impulse*, a Grand Prix 30/30. The two Capo's had a close race on the water, finishing within an hour of each other. Dave Cooper's *Instinct* was the faster of the pair, even though the boat's designer, Carl Schumacher was on *Triple Bypass*. Cooper is the boat's builder, so maybe it was for the best anyway.

[Note: Schumacher was one of the noted naval architects mentioned earlier. Dave Mancebo on *Bloom County* was the other, and Jim Donovan hopes to be one soon.]

Mike Cordesius' *Impulse* didn't fare as well as her southern counterparts. Leaving the dock at San Francisco YC before the race at max low water, they lost their way in

the unfamiliar channel and first grounded on the mud and then hit some submerged mooring blocks. On the other end they had problems finding mooring for a couple of days at the San Diego YC. Other than that, Mike said he felt right at home. "It was



Southern California sailing.

basically Southern California sailing," he says. "The wind blew gently during the day and then shut off at night."

One boat that certainly didn't expect those conditions was John Wright's chartered Humboldt 30 *Humboldt Pie*. They had six onboard, which would have been okay if it had blown. They knew they were in trouble when they beat against a six knot southerly around Point Conception, the spot other-

Bob Boyes took third overall.



LATITUDE 38/RICHARD

veteran MORA sailors — he and his dad won two season championships back in the early 1970's — this was his first long distance race. He was impressed with *Sparky* and how they pulled a horizon job on the fleet the first day after a slow start rounding Seal Rock. Dee was also a little upset at their very low rating, which was changed from 90 seconds per mile to 66 seconds after adding masthead chute and jibs. That may have had something to do with submitting the PHRF form only four days before the race started. Good handicapping, like good wine, takes a little time.

Special Edition's Hodges was philosophical about the protest, and a little confused. The boat was modified two years ago in preparation for the Kauai TransPac, in which they placed second overall, and nothing has really changed since then. In fact, owner Sultan has been so busy with work that the boat's hardly been raced at all the past two seasons. That's why sailmaker Hodges can't quite figure out why the PHRF form was in error. In any case, he says he and his crew, including last minute pick-up Dennis Gruidl, enjoyed themselves. Part of the modifications included a raised cockpit good for lounging and an outdoor stereo hook-up.

First in the heavy displacement division

MORA LONG DISTANCE RACE

wise known as the "Cape Horn of the Pacific". The only brisk wind they saw was on the first night, which also featured a close miss with a whale. "We broached to get out of its way," reports crewmember Johanna Weir.

The light weather took its toll in other ways. For example, one of Dick Aronoff's crew experienced terrible seasickness for the first two days. With another four days of probably light winds ahead of them, MORA Commodore Aronoff decided it might be better to head back home rather than putting his ailing crew at serious risk. Not one to let the sea crimp his gastronomical delights, Aronoff broke out the ice cream, cake and chocolate sauce. "It was lovely out there as long as you didn't have to go anywhere," he says. "The weather was clear and not too cold, and we saw more stars than ever before." Sometimes you just have to make the best with what you got, and sometimes what you got ain't too bad at all!

- latitude 38 - suc

MORA RESULTS

BOAT	TYPE	SKIPPER	HOME	OVERALL
HEAVY DISPLACEMENT DIVISION				
1 <i>Pandemonium</i>	Thunderbird	Bruce Cameron	San Diego	4
2 <i>Instinct</i>	Capo 30	Dave Cooper	San Juan Capistrano	6
3 <i>Triple Bypass</i>	Capo 30	T. Haines/M. Hinton	Mission Viejo	7
4 <i>Apple Pie</i>	Thunderbird	Austin O'Brien	Alameda	13
5 <i>Concupine</i>	Ericson 30+	Ev Lester	Walnut Creek	14
6 <i>Freewind</i>	Cal 9.6	Donald Lessley	Novato	16
7 <i>Slow Dancer</i>	SJ-24	Dennis Beckley	Benicia	17
DNF: <i>Harry</i> , <i>Cygnets</i> , <i>Mintaka</i> , <i>Bantana</i>				

LIGHT DISPLACEMENT DIVISION

1 <i>Special Edition</i>	Wilderness 30	Eric Sultan	San Jose	1 (protest)
2 <i>Sparky</i>	Mull 30	William McCluen	Piedmont	2
3 <i>Salt Shaker</i>	SC-27	Bob Boyes	Channel Is. Beach	3
4 <i>New Wave</i>	Express 27	Hill Blackett	San Francisco	5
5 <i>Presto</i>	Moore 24	Howard Wright	Santa Cruz	8
6 <i>Impulse</i>	Grand Prix 30/30	Mike Cordestus	San Pedro	9
7 <i>Player</i>	Capri 30	Michael Sherrard	Hayward	10
8 <i>Humboldt Pie</i>	Humboldt Bay 30	John Wright	Woodland	11
9 <i>Bloom County</i>	Custom Mancebo	Carl Ondry	Redwood City	12
10 <i>Wet Spot</i>	Moore 24	Michael O'Callaghan	San Francisco	15

DNF: *Miller Time*, *Dire Straits*.



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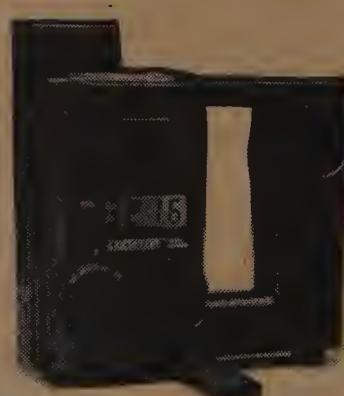
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OLSON 30



Every picture tells a story, and the picture on this page graphically describes the Olson 30 Nationals held at South Lake Tahoe July 2-5. There was no wind.

Seven races — including a long distance event — had been scheduled. But when all was sailed and done, only four races could be completed. Of these, one had to be shortened and two others consisted of just a single weather mark and a single leeward mark.

The 32 entries from all up and down the west coast — and one from Houston — sailed a total of only 15 miles. What's worse is that it was done at an average speed of about 1.5 knots. And remember this is in Olson 30's, which go like stink in zephyr's and surf at the slightest invitation. We've never seen so little wind.

The lack of breeze was no accident, it was clearly intended by those who control such things. For just 30 seconds after the final race was cancelled for lack of wind, it was blowing 20 to 25 knots across the lake. For emphasis this first breeze in a week was dramatized by thunder and lightning as if to say, "I did it on

purpose!"

Despite the recalcitrant winds, the better boats in the big fleet managed to work their way to the top. Taking first place by 1.75 points was John Sessum's *Dragonsong*, driven by Sobstad sailmaker Ron Baerwitz of Marina del Rey.

Baerwitz contends that *Dragonsong* wasn't the fastest boat going to weather, nor did they always go the right way. He felt they had much better speed off the wind and benefitted from graphing the windshifts and jibing with them. There is strong evidence to support Ron's analysis; in one race they rounded the weather mark in 12th and managed to finish 2nd; in another they rounded 15th and finished 6th.

Possibly the fastest boat to weather was Jennifer Dunbar's *Naustar* from Santa Cruz, a boat driven by last year's Olson 30 champ, John Kostecki of Richmond. In the really light stuff — which is all there ever was — *Naustar* had a light No. 1 that was very fast.

Off the wind, however, they weren't quite as fast. Missing the puffs in the lightest race of all really cost them, as their eighth place finish in a series with no throwouts proved disastrous.

With one race to go *Naustar* was less than two points out of first and her crew was really hot to mix it up one last time. But after a long wait the race committee signaled the series was over. There was jubilation on *Dragon-song* but on *Naustar* Dunbar recalled, "We were real disappointed". The fact that the wind whipped up less than a minute later didn't help.

Fubar, owned by Ted Smith of South Lake Tahoe and driven by local Lester Robertson, was third some seven points further back.

This was the first National's we have ever sailed in, and we sure learned a lot of little tricks. For example, the night before the first race *Fubar* was still in the Travelift slings and the crew was spraying on the fifth coat of



Joy soap. This idea is that the soapy bottom will make the boat slip through Tahoe's fresh water faster. Dr. Detroit's Jeff Madrigali was skeptical. "It doesn't really help that much," he said, "and besides it's better to use a combination of Wisk and Woolite. It's called Tahoe Sauce."

In events such as the Olson 30 Nationals everyone has to get their sails measured. The official measurer discovered that our four-year old spinnaker had stretched with use beyond the legal limits. No sweat, we were told, just take it down to the laundromat and put it in a hot dryer for a few minutes. Sure enough it worked, not only for us, but also for some folks whose brand new spinnaker had been built a little too large. What if a plastic headsail is too big? Forget the laundromat and try and find a walk-in freezer. Crazy, eh?

The lack of wind was really unfortunate because it overshadowed the great facilities and fine hospitality at South Lake Tahoe. Lakes have always seemed dull, lifeless, and finite to us; and while these qualities apply to

Tahoe, it had some strong redeeming characteristics. The mountain air is clear and crisp, the sky a brilliant blue. The scent of pine filled the air — and the pollen of pine covered the surface of the lake. And the snow-capped mountains made for a most dramatic of settings.

And when the racing is done at Tahoe, boy, are there a million other things to do! You can swim in the lake or you can hike in the mountains. You can catch a casino show

or you can put the convertible top down and scream across a dark Nevada desert. You can pick up the opposite sex at the First Draft Choice or After Dark, or you can play the slots. We chose the latter, and under the spiritual guidance of Jeff Madrigali hit three jackpots totalling \$600 in less than ten minutes on Big Harvey. Madrigali only charged \$20 a jackpot.

The Olson 30 Nationals at Lake Tahoe; they were a bust, but they also were a blast.

— latitude 38

1984 OLSON 30 NATIONALS

1	<i>DragonSong</i>	Sessums/Baerwitz	Marina del Rey	2-2-6-3 = 13
2	<i>Navstar</i>	Dunbar/Kostecki	Richmond	4-1-8-2 = 14 3/4
3	<i>Fubar</i>	Robertson/Smith	So. Lake Tahoe	6-4-1-11 = 21 3/4
4	<i>Catch 22</i>	Clark/Chesley	Marina del Rey	1-7-9-6 = 22 3/4
5	<i>Laminar Flow</i>	Charles O'Leary	Marina del Rey	3-10-10-1 = 22 3/4
6	<i>Insatiable</i>	Trabert/Dorland	Homewood	5-6-11-9 = 31
7	<i>Crisis Too</i>	Barclay/Delilli	So. Lake Tahoe	13-8-5-8 = 34
8	<i>Pipe Dream</i>	Parker/Shelton	Scotts Valley	7-15-4-13 = 39
9	<i>Total Danger</i>	Mike Clauss	Homewood	9-17-12-4 = 42
10	<i>Nonpareil</i>	John Blackburn	Fresno	12-3-15-12 = 43

CALIFORNIA CRUISING:

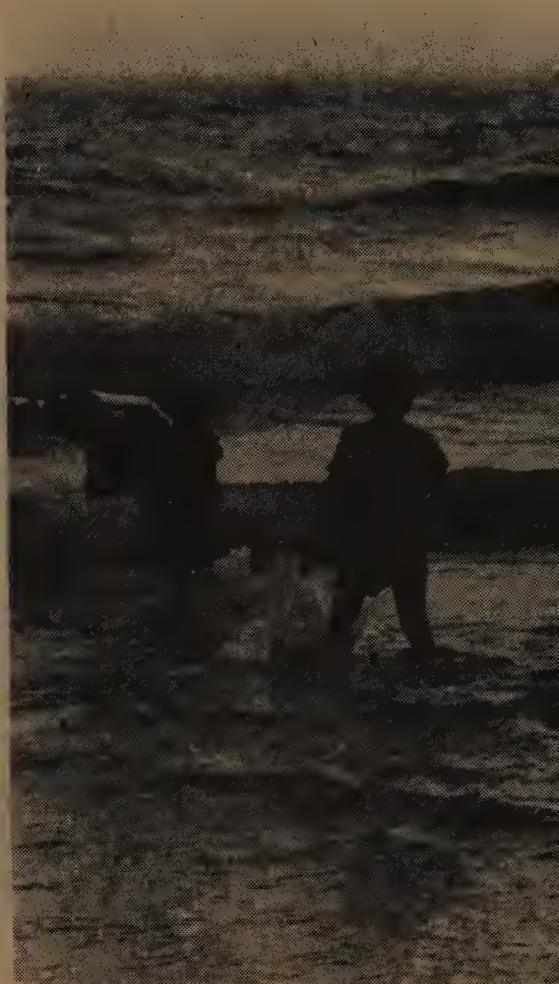
One month ago our Cruising California section got you cruising readers moored in Newport Beach and to the local market for provisions, but because of space limitations we were unable to tell you what to do and where to go. We mean to

ALL PHOTOS BY LATITUDE 38/RICHARD

tion in *Latitude 38*. However, this boat was owned by the Duke, John Wayne, a guy who didn't take crap from any person or dis-



You can go to the beach in the bay (above), or the ocean (right).



take care of those two matters straight away.

The first thing any good first-time visitor does in a city is visit the historical spots appropriate to his avocation. For the sailor just arriving at Newport Beach, that means a jaunt — either by foot or rented bicycle — to the bluffs above the intersection of the Pacific Coast Highway and Balboa Boulevard. There's nothing really significant to see there but a bunch of street signs; however, these street signs are unique. Each one in this district is named after a boat that made a significant mark in the annals of sailing. Here are some examples:

Wildgoose (Court) was a lug of a big powerboat, and as such wouldn't rank men-

ease. Thus the exception.

Intrepid (Court) was one of the better modern U.S. Twelves, winning the America's Cup in 1967, and again in 1970.

Columbia (Court) was also a successful U.S. Twelve, winning the Cup back in 1964.

Gretel (Court) was an Aussie Twelve; although she lost to *Weatherly* in the 1962 Cup, many considered her to be the superior boat.

Blackfin (Court) was Ken DeMeuse's (St. Francis YC) 75-ft Tripp design that had the two great TransPac battles with *Windward Passage* in 1969 and 1971.

Serena (Court) was Ken DeMeuse's earlier boat, an 83-ft schooner he sailed in the 1965

TransPac.

Kialoa (Court) was no doubt named after one — or all — of Jim Kilroy's boats.

Barlovento (Court) was an "M" cutter,

E-gads, what a place to eat.

Overlooking the transient docks from the cliffs of Corona del Mar.



NEWPORT BEACH, PART II



83-feet long.

Goodwill (Court) belonged to Ralph Larabee; the 161-footer did several TransPac's before being lost off of Mexico.

Ticonderoga (Court) was the boat Robert Johnson owned before *Windward Passage*; the 72-ft Herreshoff ketch nipped *Stormvogel* by just five minutes in the 1965 Trans-

Pac, perhaps the most exciting ever.

Encore (Court) was the first Columbia 43, a boat which won Class B in the 1965 Trans-Pac.

Tribute (Court) was the first Columbia 50, a design that achieved one-design racing status in Newport during the early 60's.

Kamalii (Court) was E.L. Doheny's 75-ft Rhodes ketch that did seven TransPacs.

There's more; *Baruna* Court, *Escapade* Court, *Aries* Court, *Summerwind* Court, *Ima Loa* Court, *Odyssey* Court, *Landfall* Court, and a bunch of others. It's nice to see that one California city takes a little pride in its evolving sailing heritage.

Okay, once you're done with the historical education obligation, it's time to hit the beach. And what better time of year than late summer, because the sailing breezes in Newport have petered out considerably while the ocean and air temperatures have continued to rise.

There are a number of sand beaches within Newport Bay that are great; the problem is that the water is very gross. Some people swim and fish in Newport Bay, but they're far braver than we.

If you do choose to swim here, we recommend China Cove. Located several hundred yards seaward of the Harbor Office, it has perhaps the cleanest water in the bay because of its location near the open ocean. It's a very lovely spot with a lifeguard, but it does get crowded. The cove and beach get their name from the Chinese-style home nearby.
¹ We're told it was built by a former ambassa-

Ruby's at the end of the Balboa Pier. Take a walk back in time.

Mother ocean, world's largest tranquilizer.



CALIFORNIA CRUISING:

dor to China who wanted to duplicate his diplomatic residence in the East.

The beach at Corona del Mar is about a half hour stroll from the Harbor Office dinghy dock, and comes highly recommended. This is a family beach, with excellent facilities, including fire pits. A lot of people try to blame Southern California's smog on automobiles, but that's pure baloney. Anyone who has lived down south can tell you that the smog is caused by the beach fires that smoke from Imperial Beach to Gaviota every night of the summer. Cars cause smog — don't be preposterous!

Over on the Balboa Peninsula the beach runs from Newport's west jetty some five or six miles up to the Huntington Beach city line. Different stretches of the beach are known for different things. For example the beach at the base of the west jetty is the world famous Wedge, home to some of the most exciting — and dangerous — body surfing in the world. It's a great spectator sport when summer hurricanes off Mexico send a south swell up. Body surfing is considerably safer just a short distance up the beach.

A little more than a mile west of the west jetty is Peninsula Park and the Balboa Pier. With the park and stores, this is a real hub-bub of activity. The beach runs another two miles or so up to the Newport Pier and adjacent business community. It's a little more crowded near the piers, but the entire length of the Balboa Peninsula gets crammed in the summer. Be thankful you're walking — or

dinghying and walking — to your selected spot, and don't have to drive.

All the beaches have lovely sand, and are patrolled by lifeguards — although at the beginning of summer a harbor official told us there was just no way they could prevent a couple of people from drowning every year. There's lots of volleyball courts along the sand; work your way into a game and meet some locals.

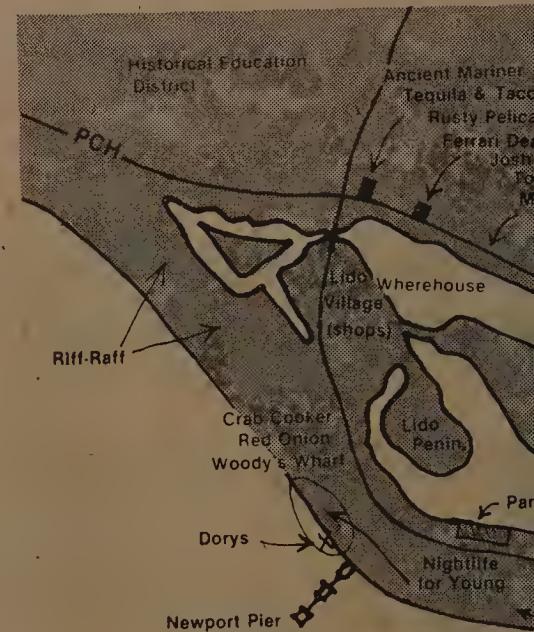
The best surfing beaches are northwest of the Newport Pier. Be nice and the locals will be nice to you — or so we're told.

Things to see.

Newport's best show is the people and the cars. The most glorious of them — in the WASP sense — come here from all over Southern California to be displayed and examined. So go ahead and stare. There's no particular place you have to go to see the treasured objects, they're everywhere.

A genuine Newport historical attraction is the dory fishermen, who've been taking their boats through the surf to fish since the late 1800's. They bring their catch back to the base of the Newport Pier, where some residents buy fish and tourists take pictures. The primitive shacks look like a million Mexican fish camps — which is a nice change of style for Newport.

While you're in the Newport Pier area, take an evening stroll on the pier. Thousands of people do every sunset, and the Southern California climate makes it an ideal place for



it. This may sound like a non-event, but it's the small things in life that often provide the greatest pleasure.

The Balboa Pier and Peninsula Park are two other outdoor attractions. The end of the Balboa Pier features Ruby's, a unique

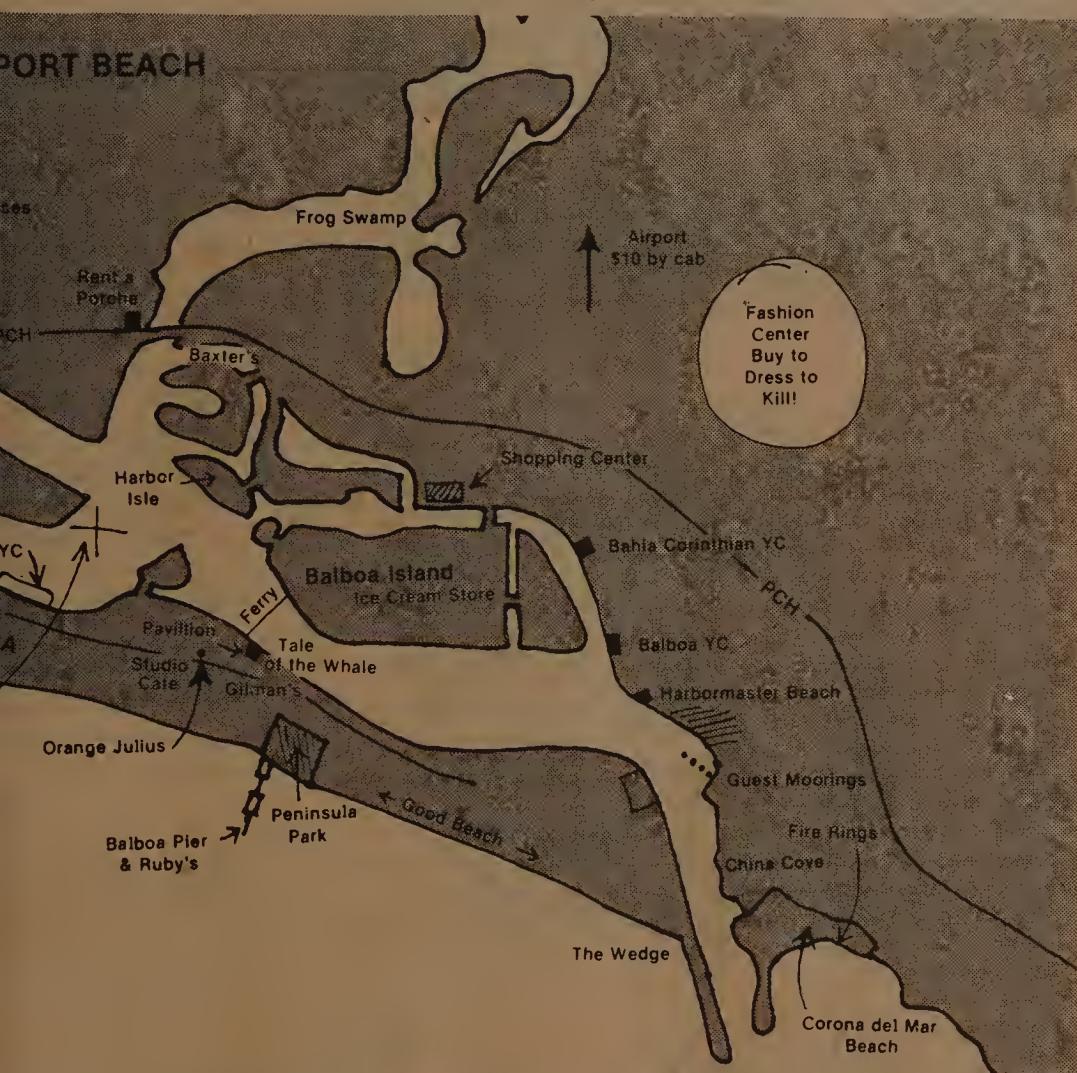
High income housing and berthing.



Palm trees and powerboats, both grow tall in Newport.



NEWPORT BEACH, PART II



restaurant whose decor and employees accurately recreate a 1950's Carnation soda fountain.

In the environs of Peninsula Park there are several places to rent bicycles or roller skates, and you can ride and roll along the terrific

paved oceanfront path that runs the length of the beach. It's great for stretching legs that have been cramped by sailing.

A short walk from Peninsula Park is the Balboa Pavilion and the Balboa shopping district. They've got great touristy items to

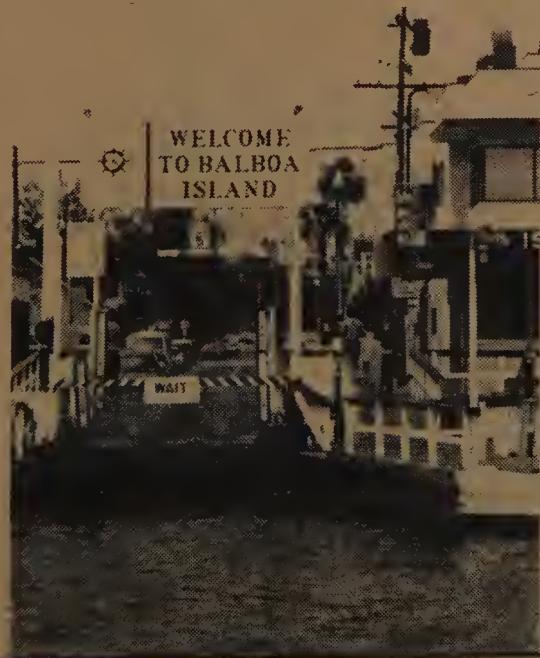
send to your relatives, and an Orange Julius stand — a big favorite of ours — on the main corner. Window shopping here — and in fact all over Newport — is popular with the ladies.

Near the Pavillion you can catch the ferry that takes you over to Balboa Island. It's only about a two-minute ride, but fun. Bring your laundry because there's a coin laundromat near the Balboa Island landing. While your soiled sailing togs are getting cleaned, rent another bike or jog the path that circles the island.

Rich Everett, who used to run the Sausalito to West Mariné Products store before being transferred to Newport, recommends the Haagen Dazs ice cream store and the shaved ice place. Lyn and Larry Pardey tout the ivy covered brick place — nobody can remember the name, but you can't miss it — for an early morning breakfast on Balboa Island.

A boat freak? Then just hop into your outboard powered dinghy and start touring Newport Bay. It's liable to be much bigger than you anticipated, and you can easily spend two days in this relaxing pastime — with appropriate stops for lunch, drinks, and a nap on the bayside beaches. We've always delighted in dinghy cruising harbors just to see what boats we might know — and Newport has lots of famous ones. And you never know what else you're going to see. On our last trip we spotted a handmade sign at the tip of either Harbor or Linda Isle, one of the last — and very best — open lots left in Newport. The sign said, "Future site of low

The ferry landing at B.I.



The Pavilion, a long time Newport landmark.



CALIFORNIA CRUISING: NEWPORT BEACH

income housing". Sure, as soon as Newport high schoolers give up their BMW's (66 seniors had them at last report).

There's a million other pleasurable things to do in Newport, most of which come under the general heading of 'doing nothing outdoors'. There's nothing wrong with doing nothing, but it's a difficult discipline to perfect.

Where to eat.

In Newport Beach it's wiser to consider when you are going to eat more carefully than where you are going to eat. Good restaurants in Newport get mobbed during the summer in a way that it's hard for most Northern Californians to comprehend. A two-hour wait outside a chow hut is nothing at all. So eat at 5:30 — certainly no later than 6 — or you won't be seated until 9:30. And remember, Newport Beach is not a poverty area, so restaurants are not especially cheap.

Some recommendations from Davey Jones (his real name), the Pardeys, and Rich Everett:

In the Balboa Pier area, the Tale of the Whale in the Pavilion is good, the Studio Cafe is fine and has live jazz afterwards. Gilman's has specialties like Rhino, Hippo, Buffalo, etc., on Friday and Saturday nights for those who don't object to that kind of thing.

There's a zillion new trendy and other spots in the youthful Newport Pier area. You're on your own here.

On the bayside area around 21st Street there are a number of good places. The Crab Cooker serves its goodies on paper plates and you get to eat with your fingers, so sailors all feel at home. The Red Onion has good food and is reputed to have some of

the best free hors d'oeuvres in Newport — a town flush with free hors d'oeuvres to attract the legions of enthusiastic partyers and drinkers. Woody's Wharf also has good chow, and we've been told it's often possible

Tony Roma's also has a unique time for happy hour; between 11 p.m. and 2 a.m.

Another very popular spot is Margaritaville, just a couple of doors away. This is where the likes of Reggie Jackson, Wilt Chamberlain, and other celebrities hang out. Surprisingly everyone is said to be very friendly.

Nightlife.

There's not as much nightlife in Newport Beach as you'd might expect. Dancing is very limited, we're told, because the fire department vigorously enforces capacity limits. Baxter's, where PCH crosses Newport Bay, is supposed to be the hottest dance spot, with the Red Onion (the Long Beach one for gawdsakes!) supposedly worth the drive. The Red Onion in Newport is reputed to be "very hot" for discovering occupants of the opposite sex, but there's no dancing. If you're near Lido village, try the Wherryhouse.

But hey, don't spend your week in a Newport bar getting horny. Newport is for walking the beach at dawn and sitting by a beach fire at night. It's for swimming and body surfing, skating and biking during the afternoon. It's for strolling piers or the cliffs of Corona del Mar during the evening. The idea is to make the most of Newport's natural treasures since the man-made attractions can invariably be found elsewhere.

All but the most crowd-loving sailor will have had his fill of Newport opulence after a week. For a good antidote, sail 191° magnetic for 51.6 miles and drop your hook at San Clemente Island. Since you're not allowed within 300 yards of shore, you've nothing to do but contemplate nature and cleanse your mind of all you've seen the previous week. Mosquito Cove is one of the most splendid anchorages to do this in.

— latitude 38

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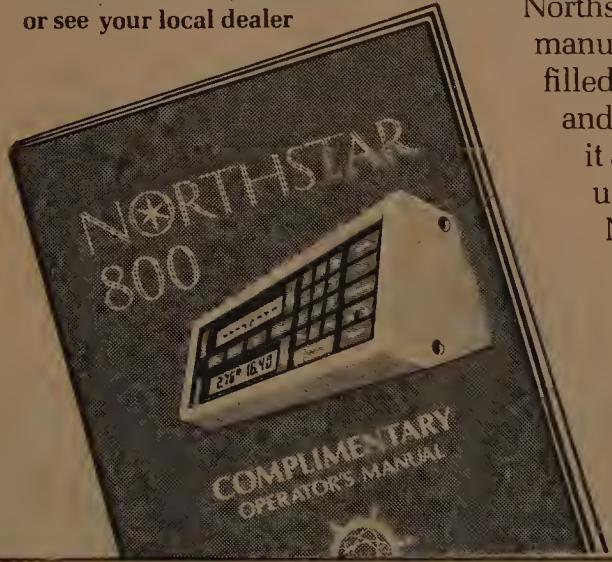
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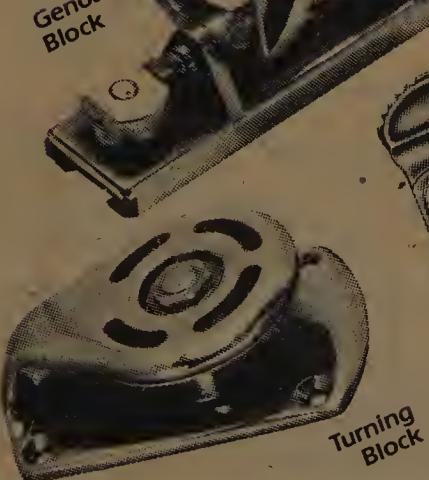
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MONTEREY

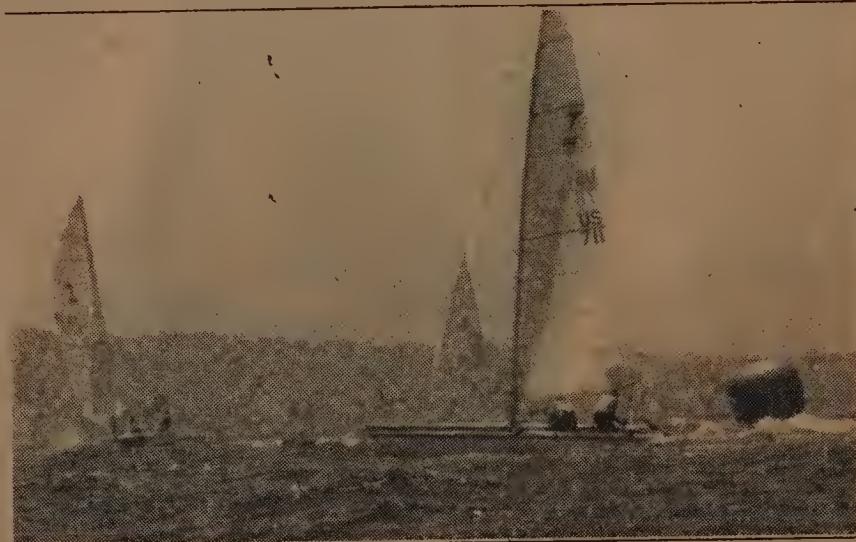
Despite sometimes good, sometimes flukey and sometimes non-existent wind, the Monterey Multihull Classic held July 10 through 15 delivered all it promised — lots of sun, fun and plenty of action. As these events go, of course, not all of it was on the water.

Tuesday, July 10, was given over to boat assembly and a practice race, and Wednesday began the classic open competition. By Thursday afternoon, after four races, the 20-ft Toronadoes of Randy Smyth, Alan Burland and Juan Torruella had garnered first, second and third places in the 20-boat division A. In division B, John Main and his Prindle 18 emerged with first place, and George Del Bianco and Paul Fischer, both in Nacra 5.2's, took second and third. Division C belonged to the little Seaspray 15 cats. Canadian Barry Lester was first, Napa's Jay Gardner second and Long Beach's Terry Holland third.

Friday saw the start of the serious racing, the serious partying and the not-so-serious winds. Catamarans of all sizes and descriptions began arriving on Monterey Beach early and by 10:30 the beach was ablaze with

race for Olympic Gold in August, and Beowulf V, a 32-ft Southern California-built custom cat that set the sailing world on its ear back in 1974 when it covered a close course in Long Beach Harbor at 30.94 knots. San Franciscan Alan O'Driscoll only recently completed a refurbishment of the 32-ft.

850-lb D-class machine, and was hoping to test its mettle against such talent as Bermuda's Alan Burland (Toronado), Florida's Peter Wormwood (Stiletto 23), and of course California's golden boys (we hope), Smyth and Glaser.



Smyth and Glaser had to work for their win.



Peter Wormwood had plenty of help putting together his Stiletto 23.



multicolored boats, sails, bikinis and onlookers. The t-shirt concession was doing a booming business, the red-shirted race organizers were giving the skippers and their crews last minute instructions and the sun was promising a fine California day. The only thing missing was the wind.

The two boats that seemed to attract the largest crowds on the beach Friday were the Smyth/Glaser team's Toronado, which will

ALL PHOTOS BY LATITUDE 38/JOHN

From the Classic Series, the best four of five races scheduled for Friday, Saturday and Sunday, winners would emerge for the MHRA, Dart Class and Prindle Class points regattas, the Nacra World Cup Championship, the Seaspray North American Cham-

pionships and the Toronado Pre-Olympic Warmup race. That is, winners would emerge if the wind ever came up.

Friday the 13th was apparently living up to its reputation in that department. Originally scheduled for 11 a.m., the first race was delayed until noon, then 12:30. The starting

gun finally fired at 1 p.m.

As is sometimes the case in Monterey, however, the wind was blowing — just not at



Oof, grunt. Righting action choreographed by Gary Knapp and his Toronado crew.



Race organizer Colin Filshie.

the starting line. On certain parts of the course, like out at the 'B' mark, it was blowing a healthy 15. The demarcation between swimming trunks conditions and full wetsuit and trapeze work conditions took more than a few boats by surprise, among them Gary Knapp and his Toronado crew who soon found themselves in the drink.

Speaking of drink, the post-race activities Friday evening included a buffet, trophy presentation for the Classic Open races, a "full moon" party with music by the Roger Eddy Group, and race organizer Colin Filshie's 40th birthday bash.

The wind was slightly more cooperative Saturday, and the first race went off as planned. A wind shift during the countdown for the second race, however, made for a reaching start that will be resailed on happy hour napkins for quite awhile.

"It was pretty hairy to have Beowulf coming down on us like that," said Filshie from his vantage point aboard the committee boat. "One Prindle 16 pitchpoled right into the committee boat."

Sponsors Pernod, Michelob, the Chart House and the Rogue Restaurant again outdid themselves on the beach after the races were over for the day. More than 500 hungry cat people demolished barbequed steaks and consumed untold quantities of free refreshments. The food, comradery and dancing in the sand to the music of the Broadway Blues Band more than made up



for any lingering disappointment in the wind.

So did Sunday. The day dawned crisp and clear and by starting time, a steady 12 to 15 knots — what Filshie calls “light catamaran sailing” — slid across the bay. There were no delays in the starts on the 15th and both races were completed under near ideal conditions. (Both Randy Smyth and Alan Burland felt that Monterey offered

such “excellent overall conditions” for cat sailing that they hope to bring the Toronado Worlds here in the next few years).

Crowd attendance for the event was very good. Randy Smyth and Jay Glaser, our Olympic hopefuls in the Toronado class, were large crowd draws, but Filshie added that many people came for the event to see some fast, agile boats, or just out of curiosity.

“They told us there were more spectators on the beach and at Cannery Row than they’d ever seen,” he said.

Although there were no big upsets in the Toronado class, Smyth and Glaser had to work for their win. Bermudan Alan Burland was hot on their heels the whole

MONTEREY MULTIHULL CLASSIC

Dart 18	1. Jacques Blanc 2. Robert Martinez 3. Alex Kozloff	Long Beach Piru Irvine
G-Cat 5.7	1. Mike Stewart 2. John Nations 3. David Williamson	Cave Creek, AZ Phoenix, AZ Phoenix, AZ
Hobie 16	1. Wyatt Matthews 2. Chuck Skupniewicz 3. Scott Morgan	San Jose Monterey Monterey
Hobie 18	1. Barton Goodell 2. Phil De Gaa 3. Tony Bendelli	Moss Landing Chico Carmel
Nacra 5.2	1. Larry Harteck 2. Paul Fischer 3. George Def Bianco	Santa Barbara Romero Madera
Nacra 5.8	1. Rod Jones 2. Ken Puryear 3. Ron Moore	San Diego Bakersfield Reno, NV
Prindle 16	1. Ed Grondahl 2. Greg Brouner 3. Glenn Fleming	San Luis Obispo Reno, NV Reno, NV
Prindle 18	1. Frank Breckenridge 2. William Quilon 3. David Parkins	Goleta Orangevale Long Beach
Seaspray 15	1. Peter Van Muyden 2. Barry Lester 3. Bob Storey	Edmonton, Alberta Calgary, Alberta Chico
Sol Cat 18	1. Herb Sasan 2. Steve Gilbert 3. Carl Lupo	Denver, CO Santa Cruz Fresno
Tornado	1. Randy Smyth 2. Alan Burland 3. Hans Barth	Huntington Beach Somerset, Bermuda Canada

PLACE/SKIPPER	CITY	OPEN CLASS	
		BOAT	MHRA RATING
1. Peter Wormwood	Sarasota, FL	Stiletto 23	65
2. Art Kirby	Tampa, FL	G-Cat 5 Meter	74
3. Mike Bender	Mountain View	Prindle 15	78



Waiting for Friday the 13th's flukey winds to make an appearance.

series and actually won out over number 711 in two races when the Californians hit more dead spots in the wind than Burland's number KB-21.

Also worthy of note was Peter Woodworm's fine performance — and O'Driscoll's poor showing — in the open class. It was the first time on the west coast for Woodworm's Stiletto 23 and both boat and skipper performed admirably, taking first place in the open class. Filshie attributes Beowulf's seventh place finish to the light, flukey winds the first two days and her current rating of 55, which may need to be adjusted for future races. That the boat needed more wind to do her best was evidenced by her *deja-vu*-inspiring showing on Sunday. “The boat cleaned the fleet,” said Filshie in his transplanted Aussie vernacular. “Just wiped it out.”

Although no firm dates have been set, next year's Monterey Multihull Classic will probably take place in September. The next multihull event this year, the Lover's Point Regatta, will take place September 22 and 23.

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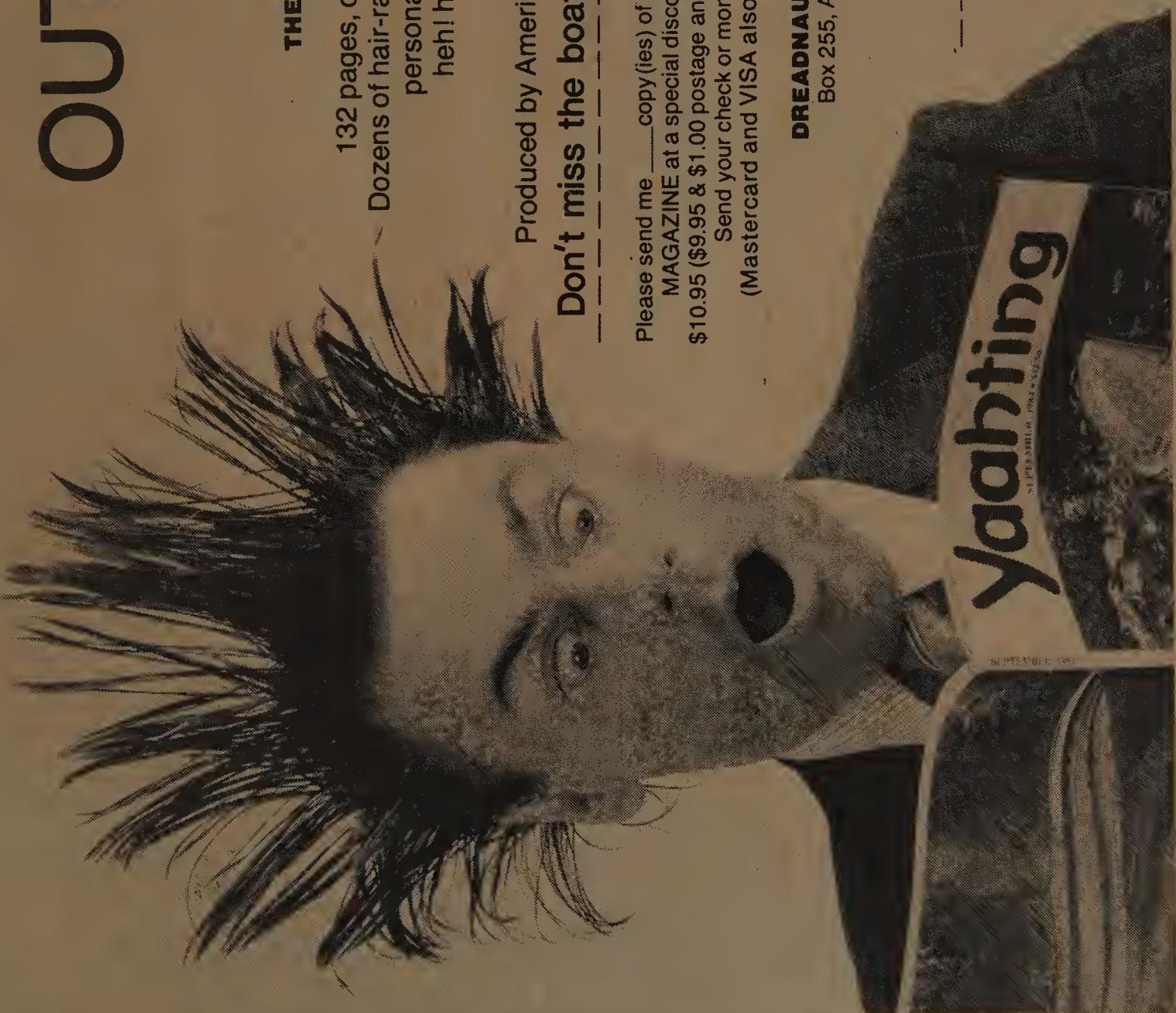
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THE LATITUDE 38 INTERVIEW:

ANDREW URBANCZYK

THE "EQUATORIAL CHALLENGER"

Russian-born adventurer Andrew Urbanczyk emigrated to the United States from Poland ten years ago. He has since become a naturalized U.S. citizen.

Since his youth, Andrew has been making long water passages in a variety of craft, all named Nord. The most recent was the Nord IV solo circumnavigation he completed this summer. He took the equatorial route and made just three stops.

When not adventuring on the ocean, climbing mountains with his wife Krystyna, or flying in small planes, Andrew builds houses near his own in Montara. He also writes sailing articles for Latitude 38 and a number of what he calls "less important American magazines."

Right now, however, Andrew is busy trying to sell all the equipment from his boat.

Although he completed his circumnavigation in June, several more articles on that trip will appear in future issues of Latitude 38.

38: Andrew, the description "Equatorial Challenge" isn't all that specific, what exactly was the intention of your voyage?

Andrew: The idea was to sail a small boat around the world, in one year, singlehanded, with just three stops for reprovisioning and the skipper's relaxation. And to do this on a schedule that would average 100 miles a day.

Why? To demonstrate that proper planning can make ocean sailing fast, accurate, and safe. My trip proved that if you sail with proper planning and schedule everything will go easy and smooth.

38: And what were the results of the Equatorial Challenge?

Andrew: They weren't too bad! I averaged 103 miles a day in my Ericson 30+, over a period of 270 sailing days, covering some 28,000 ocean miles. My actual loop around the world took 353 days — including the time spent in harbors. Taking the size of my boat in consideration, this is comparable with the times of the BOC Challenge competitors — who sailed around the world *with* the wind.

There were some noteworthy achievements of this Nord IV expedition. It was the first non-stop America to Australia passage — and not just the first non-stop solo U.S. to Australia passage as some papers reported. It was also the fastest singlehanded passage through the treacherous reef-strewn Torres Strait, slaloming the tricky 150 miles in 23.5 hours. To my knowledge, my solo Cape Town to Panama non-stop run was also a first.

Although it may not have been a record, my 59-day leg from Balboa, Panama to San Francisco was a source of special joy. It was on this leg in 1969 that the wonderful sailor Eric Taberly and his crew on *Pen Duick V* gave up, tired and frustrated by the light and contrary winds. They ended up sending Taberly's eventual San Francisco to

Japan TransPac entry to Northern California as freight.

38: You took an Ericson 30+ on the Equatorial Challenge. Was it built differently than others, was it beefed up in any areas?

Andrew: The idea was to use a standard boat, but appreciating that there might be some rough weather, I decided to cut the mast off six feet from the top. The designer, Bruce King, wasn't thrilled when I did this, and many others thought the boat was going to be very slow. In retrospect I believe it was the smartest thing I've ever done in my life. Especially going across the Indian Ocean where the weather was very unstable and frequently changed dramatically in force.

Another modification I made to the boat is what I call storm backstays. These are just to support the mast in stormy weather and run to just below the lower spreaders. Remember now I had chopped off the top six feet of the mast, rendering the tall fractional rig to a masthead rig.

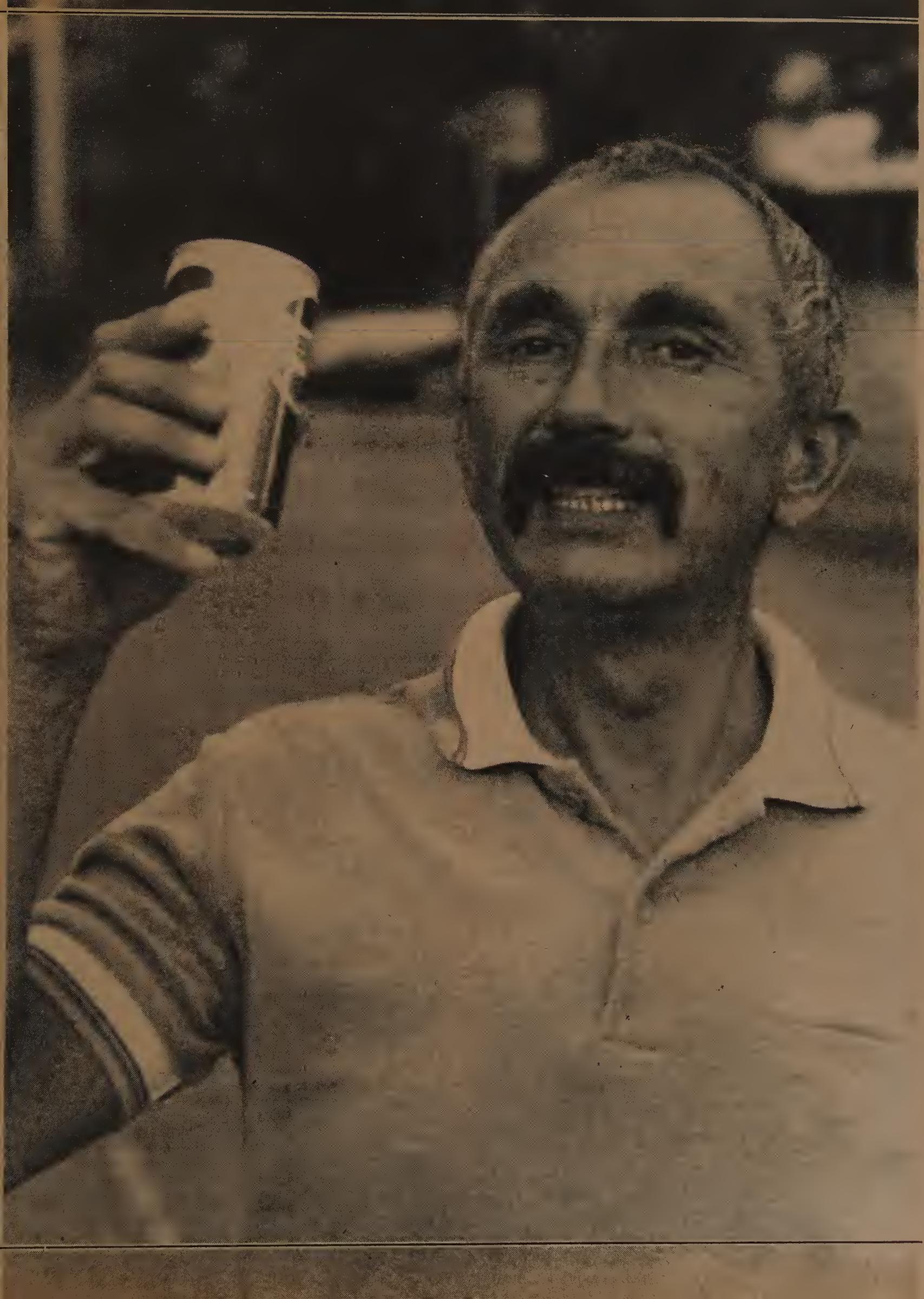
I also had a babystay. I don't like my mast supported by just one stay in any direction. One of my friends almost lost his life when the turnbuckle on his headstay opened, which dropped the mast nearly right on top of his head. The babystay would prevent that.

38: What about the hull? Was it beefed up over normal Ericson 30+'s?

Andrew: No, but the chainplates were probably just a little bit bigger than normal. But the whole idea was that it basically be the standard boat.

38: The rudder was standard?

Andrew: Yes. They also forced me to take an engine, which I didn't really have any use for. I never used it, because the engines make me sick and tired. It was never necessary, but Ericson wanted

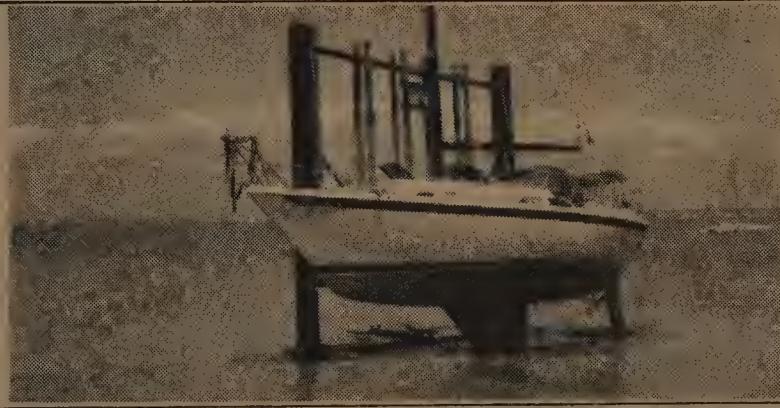


interview:

me to have it on the boat for balance and for promotional considerations.

38: If you didn't use your engine, what did you do for power?

Andrew: I had solar panels from Encom and Arco — they were very good and efficient. But, I must confess I built a special platform to make them adjustable to the angle of the sun. By this you gain almost 100 percent output.



Darwin, Australia.

One other thing I did was put foam in the forepeak. While sailing back from Hawaii during my shakedown I hit a log, and the terrible noise of that impact left a lasting scar on my psyche. The boat was not damaged at all in the Hawaii incident, but cognizant of all the containers floating on the oceans, I put the foam in fearing that something worse might happen.

38: Did *Nord IV* leak at all?

Andrew: No, it never leaked. It was outstanding. Even the ports stayed dry.

I did have a little trouble with the rudder shaft, just a minor problem. Ericson sent me a little epoxy to put on where the shaft goes through and it was just fine.

38: How did things work out with your sponsors?

Andrew: I was lucky to have very good sponsors. Ericson was the primary one, as they loaned me the boat for two years. They asked that I call them collect from each harbor when I arrived, and when I had any problem at all with equipment Ericson would air freight me what was necessary — and this was beyond the agreement we had.

38: What did they send you, for example?

Andrew: They sent two spinnaker poles — I broke one and lost one overboard — to Australia; they sent some epoxy to Cape Town; just little things. In addition they always asked me if I needed anything, if they could do anything beyond our agreement.

Other sponsors were North Sails, Nicro Fico, Davis Instruments — all my sponsors were ready to help me and that was very important.

38: What vane did you have?

Andrew: I had a Monitor vane, which steered me all the way. I'm not certain it is the most efficient vane in the world, but it is very sturdy. In good weather and bad, for 33,000 miles it still worked. I think it would have helped if the main rudder on the Ericson was a little more balanced, and I am encouraging Ericson to put some Teflon bearings on the rudder shaft to make self-steering systems a little more efficient. The friction of the rudder cuts the efficiency of the steering gear, but the Monitor vane was outstanding.

38: An issue or two ago a reader wrote in and criticized you for sailing right past hundreds of lovely islands. What is your response to that?

Andrew: I think this is typical of what I call the "voice of Scouts." Such a reader probably also wonders why a marathon runner doesn't stop to visit pubs and forests on his 26-mile trail.

I have been to Hawaii many times. I have also visited Samoa,

Polynesia, the Antilles, Japan, etc. Lovely islands are no longer new or fascinating to me. Unlike some armchair navigators, I am familiar with stagnant island harbors, the pomposity of some yacht clubs, and the dirt and poverty that is often just a few yards from golden beaches.

The truth is that there is different kinds of sailing for different kinds of people. I personally sail for the joy of the wind and for speed. I know that others sail to visit places, which may be fine for them, but if I wish to go to enjoy a particular place I take an airplane and book a good hotel. That way I am free from having to sew sails, make engine repairs, adjust mooring lines, and do other tasks. If I am in a hotel I can enjoy a place without having nightmares of my boat being robbed, of dragging anchor, or encountering a freak hurricane. Sailboats are unique vehicles, seductive and magical, too. But for me there is a lot of truth to the statement others have made, "Sailing from harbor to harbor is the most expensive way to travel 3rd class."

38: The reader we previously referred to said that "hundreds" have sailed the Equatorial route. We don't have any idea how many people have made such a solo trip, do you?

Andrew: According to all readily available sources, about 50 people have sailed solo around our planet since Joshua Slocum first did it back in 1898. Interestingly just about the same number of people have climbed Mt. Everest since Hillary first did it back in 1953.

38: Do you plan on climbing Mt. Everest?

Andrew: I shall discuss it with my wife.

38: Do you plan on sailing around the world again?

Andrew: Of course, yes. My solo circumnavigation didn't exhaust my mental, physical, or even financial capabilities. But if I do sail around the world again it will be — no discussion — singlehanded. Equally certain is that it will not be around the world by the same route. For if I did that it would be like watching the same movie over when there is a new and possibly more interesting movie playing next door.

38: Might we assume that the new circumnavigation would take you around Cape Horn?

Andrew: You need not assume it, you could be certain of it. There are several reasons I would go that route. The first is the "because it is there" reason. The second is to discover the truth about which route is really the more difficult. Having sailed only the Equatorial route, I never encountered all those furious storms described by so many of my predecessors on nearly every page of their books. After reading the last of those books I decided that I must be getting old, for my ears never seem to hear the blood-chilling scream of the wind in the rigging these other sailors say they hear so often.

Yes, I would like to circumnavigate via the Horn to evaluate the different route. The Horn, by definition, requires a bigger and stronger boat. However nobody can deny that such a route is also shorter, and is free from reefs, low islands and other dangerous obstacles. The Horn route is also free of the nerve shattering calms and the terrible — at least for me — heat. It's true the Horn is very cold, but for the cold we have polar clothes, heaters, hot soup and shots of brandy. In a small boat at the Equatorial calms, we have only our stamina and patience against the overpowering heat of the sun.

So I say let's check and see which way is easier. You know it's a little funny that we call the Horn the "Everest of the seas," because Everest is not the most difficult or dangerous peak to climb.

38: A lot of people claim they're ready to tackle the Horn. When would you be ready to go?

Andrew: Tomorrow. Or at least the day after somebody provides me with a suitable 45-ft boat and enough money to cover the expenses for such an expedition. You may not know, but for the *Nord IV* expedition I got no money, just the use of the boat and some

equipment.

38: Let's discuss the equipment you took. What about sails?

Andrew: I took a whole bunch of North Sails — they were my sponsors and gave me everything I asked for. They often say they have the fastest sails in the world, but my primary concern was that they have the sturdiest. They were perfect. In fact I'm selling them in Classy Classifieds. They are used of course, but in excellent condition!

Some people thought I was crazy asking for two mains, but I can tell you it is wise to have two in case one is burned or stolen. You can sail without a jib, but you can't sail without a main.

38: You took a gennaker, didn't you?

Andrew: A gennaker was something new to my sailing, and from the beginning I was fascinated by it. Now I can't imagine sailing the boat without one — especially short or singlehanded.

38: How much of the time did you use it?

Andrew: About 20 percent of the time. But of course from Panama to here I never used it, since I was on the wind all that leg.

38: Did you have a SatNav?

Andrew: Yes, a Star-Trac, a new fantastic toy. I was involved in the design of it, which is made by Radar Devices of San Leandro. What's different about it is that we have a "sleeping" mode built in. It only wakes up and uses electrical power when a satellite is passing information. The other time it sleeps — except for the memory and timer for the next good satellite. Because of this we only use about 25 percent of the juice a SatNav ordinarily would use. It's fantastic.

38: You had a knotmeter and log?

Andrew: Sure. These were made by Signet, but didn't work perfectly. The most shocking to me was that the unit was not waterproof! Because of that the selector jammed. Also my Signet depthsounder selector jammed.

I had a Horizon VHF. It was a very good piece, but remember that ships on the ocean do not always respond — even in plain sight in the middle of the day. Some 1,000 miles from shore a Datsun car carrier went just a mile from me but didn't respond to call on VHF. I later talked to another freighter and was told that they don't keep the VHF on all the time!

38: That's understandable, they probably don't want to run down the batteries.

Andrew: [Laughter]. Sure, my friend. But I did hear the Santa Cruz marine operator on the VHF one time when I was 1,200 miles away! Amazing. I also carried a plastic sextant, because I never rely completely on electronics. For first time on the ocean I had a pair of binoculars, which my wife gave me as a gift. Also for the first time in my life I sailed with a liferaft, a Zodiac. Fortunately I never had occasion to find out how well it might work.

But I did discover that hammocks are good on boats, but only for nude girls to lay on. For vegetables and fruit they are not satisfactory as the items cause each other to spoil. For veggies and fruities it's better to leave fruit in original boxes where they are not so exposed to heat and radiation of sun.

38: Did you lose weight on the trip?

Andrew: No, I am the same weight as before.

Speaking of food, I learned that alcohol is good for parties but not for a cooking fuel. First, it is very expensive, and second in Japan, Australia, in South Africa — and especially in Panama — it is very hard to obtain. So I don't recommend alcohol stoves.

38: From the picture we're holding here it also looks like alcohol might burn up your boat.

Andrew: Well, I burned myself a couple of times. I think gas is best.

38: Does the BOC Singlehanded Around The World — via the

Horn — challenge interest you?

Andrew: Oh yes! But only as Philippe Jeantot went, never as Richard Konkolski or even my friend Dan Byrne who went in the Valiant 40.

38: Perhaps you'd like to explain the difference?

Andrew: The difference is having the best boat, the best equip-



Damn alcohol.

ment, and enough money. That's the difference between having a chance to win or not.

Given comparable boats and programs I realized that the younger Jeantot — also a judo competitor — is probably stronger than I. I realized also my strong point — navigational skills — is of little importance because of the success of electronic equipment. But I am very healthy, and I think that would enable me to stay competitive. For example during my 406 days total adventure on *Nord IV*, I took nothing but three aspirin from my medical chest. Two of these aspirin I dropped and lost; the third was taken after too much partying the night before on the Polish ship *Gryf Pomorski* in Cape Horn.

But as I said before, to stand a chance you must not only have an equal boat, but an equal program. A little guy by himself can't beat the Bank of America, and Dan Byrne working alone with his Valiant 40 had no chance against the big *Credit Agricole* and Philippe Jeantot's program. While Dan ran all over town trying to get his boat back in shape between legs, the well-sponsored competitors were able to relax and screw, leaving the boat maintenance to their teams of mechanics.

While we're on this subject I must raise an objection against the BOC. They ask you to involve one entire year of your life in the race, to risk losing your boat (which averaged \$250,000 each), and to risk losing your life. And what do you get if you win? A \$25,000 trophy and "publicity" — maybe a line in *Time* or *Newsweek*. It seems crazy to me to put all your skills to work 24 hours a day for a year, risking your life and your \$250,000 boat for \$25,000. Unless you are a sponsored participant, you could invest that same money in any bank and without doing anything have \$50,000 — or twice of what they offer!

A good tennis player — and the BOC participants are all good athletes — ask \$25,000 just to participate in some short tournament. Such people play for 'real' money. What do they invest? Nothing. All their equipment is given to them by fat agreements with manufacturers. The tennis player's risk of injury is slight. And his expenses? A box of contraceptives after a stormy night with some blondes would cover everything.

38: Andrew, you have to realize there is a limited appeal of sailing to Americans, and that there is also a strong corinthian tradition in sailing. Look at Jim Kilroy, he has literally spent millions of dollars in the quest of personal satisfaction and a couple of dozen pickle dishes and other trifling momentos.

interview:

But Andrew, it seems as though you are looking for monetary sponsorship now. Is that true?

Andrew: Yes. It is only a logical progression of things. On the *Nord III* expedition I got a bit of equipment donated. On *Nord IV* I got some of the equipment and the use of the boat donated. For *Nord V* I hope to get my equipment, the boat, and my expenses.



Cape Town.

And I think I am worth it. After all I have already sacrificed two years of my life and perhaps \$50,000 income demonstrating my ability.

38: We know about *Nord III* and *Nord IV*, what were the *Nord I* and *Nord II* expeditions?

Andrew: You've already published this information at least two times, but I'll tell you one more time.

Nord I was a wooden raft that I sailed with four friends across the Baltic Sea. I was 21 then, and from the experience wrote my first book, *Across the Baltic on Wooden Raft*.

38: How far is it across the Baltic?

Andrew: About 500 miles. It wasn't that rough, but it was a "small step" for mankind.

Nord II was a rebuilt lifeboat rigged with a half deck and a simple sail. I sailed with a German friend of mine on it from Europe to Barbados. We covered almost 5,000 miles in a period of 50 days.

There's a certain progression you may begin to identify here. In the first trip I sailed with four crew; in the second with just one crew. On the last two *Nord* expeditions — *Nord III* was from San Francisco to Japan and back on my Ericson 27 — I have sailed alone. The other trend has been to bigger boats. Bigger boats and less crew.

38: What do you say to people who think you should sail for pleasure and achievement and not money?

Andrew: Do you think that tennis, golf, and football players have no joy in their games? The truth is that all of them would play just for the fun of it. But if somebody is paying, why not take a couple of million? Why should sailors be different from any others?

And once again I must say that the idealistic amateur sailor who races against the pros around the Horn is simply naive. It would be like a pedestrian trying to go 15 rounds with Muhammed Ali; it would also be like paying a \$50,000 fee to win a \$5,000 prize.

38: Tell us, is it unnerving on your trip the first couple of times you get 40 knots of wind, and then does it eventually become a routine thing?

Andrew: Well, proper preparation is the key. For example, I never start any sailing in the late afternoon — it's very important to start as early in the morning as possible, then you have at least 12 hours of daylight to get accommodated. Also everything must be in its proper place. In the first days of any passage, I sail carefully and never race too hard. It's interesting, I had assumed that since I've sailed so many miles I'd be in top mental and physical shape from the first day of each leg, but I discovered that wasn't true. How? In my

log book I have a formal side of the page and an informal side where I doodle and write dreams or whatever. Now after 24 hours the informal side is usually full of jokes, cartoons, ideas, etc. But looking back, the first seven to ten days of a leg these pages were not full. This suggests I was not operating at full capacity. I feel at my age and experience it takes about seven days to get into top ocean shape.

38: Let's talk about loneliness. Did you get lonely?

Andrew: I believe I was born a loner. It has never been difficult for me to be alone. During the trip I was always busy reading, writing, playing the guitar — I was never lonely. I lived in Russia during the period when everyone talked about the nuclear Armageddon. I used to dream about being the only survivor, and it never bothered me. I had plenty of plans about what I would do.

38: For years people have said that behind every man there's a woman. Is that true?

Andrew: I don't know, but my greatest benefactor and friend was my wife Krystyna. She has a unique understanding of the projects and had been an indispensable help before and during each expedition. She helps me find sponsorship, she was editor of our newsletter, she visited me in Australia and South Africa, and she supported me all the way. She packed boxes that I would open each Sunday, and inside would be a gift, and some kind words to warm my spirits.

38: Did you get seasick?

Andrew: When I was a kid, I did once or twice. But since I became skipper and had responsibilities I have never been seasick. Also I've never been seasick while I sailed alone, and that's been the last 50,000 miles.

38: We're pretty tired. Let's talk about sleep.

Andrew: On sea as on land, I sleep about six hours a day — on the average. When sailing in moderate and regular winds I go to bed with the darkness and wake myself with the first light. Then I arise for gymnastics and meditation. So usually I get about six hours of sleep, although it depends on how often I change the sails.

When the wind is terrible, I can stay awake for three days straight.

38: How often could you sleep through the entire night? Half the time?

Andrew: It depended. In the South Atlantic where the wind is very consistent, I sometimes slept the entire night while under the gennaker. But in rough conditions from Balboa to San Francisco, sometimes I had to get up seven or ten — or even more times in a night.

38: How many expeditions had Cardinal Virtue the cat been on?

Andrew: Cardinal Virtue, the bastard, has been involved in *Nord III* and *Nord IV* — about 50,000 miles. He's pulled some tricks, too. Just before the last leg home from Panama he ran away and hid in a Balboa bakery. After announcements on radio, etc., we found him. He might have been kidnapped, you never know, but he was finishing another croissant when we finally caught up with him.

38: Do you think he and other cats really like to sail or can you tell?

Andrew: I don't think he particularly enjoys it, but he can accommodate himself to it.

But what I think is important is that he's survived both trips because many sailing cats don't make it. Lots of sailors say, "Oh, my lovely kitty disappeared", like it wasn't that important. Robin Graham lost at least three cats, and Naomi James also lost her cat. I don't really understand them, I always had Cardinal Virtue on a leash or in a harness.

Dwight Chapin, the *Examiner* columnist, wrote about my trip after the shakedown to Hawaii and overemphasized the leash. Consequently some members of the SPCA got hot and decided my cat didn't have enough space and freedom. They tried to get the cat

from my ugly hands. But the fact is he's made it back after a year of sailing while a lot of sailing animals without leashes don't make it — and look also at how many pets were killed that stayed here in San Francisco!

38: What did you feed him?

Andrew: Friskies.

38: [Prolonged laughter].

Andrew: Plus sideorders of flying fish.

38: You went to Darwin, to Cape Town, and to Panama.

Andrew: Panama was the most difficult place, a terrible place. It's the one place in the world I never care to go back to. [Editor's note: Andrew's article on his stop in Panama will not appear in this issue.] Darwin was great, however, and so was Cape Town. Cape Town is very cosmopolitan.

38: How old are you?

Andrew: I celebrated my 48th on the Equator.

38: How long can you keep sailing across the oceans — say from here to Tahiti — by yourself?

Andrew: It's hard to say. We humans are like used cars, we never know when we will break down beyond repair. But according to fitness expectations, I believe I can easily do this to past 60. I plan to sail as long as I remain perfect on deck and perfect in the cockpit. But I don't like to see myself continuing beyond my time and doing funny or cheap things. Like all sports, you know when it's time to resign.

38: We'd describe you as a pretty thrifty person. If money was no object, what kind of boat would you like to sail on a similar trip? Do you have a dream boat, or some boat you'd like to have for the BOC Challenge?

Andrew: I don't have any special dream boat, but for the Horn my boat must be sturdy and about 50 feet long. That's all I ask. You need a little bigger boat for bigger waves and to fight the currents on the Horn route. Fifty feet is the right length for that route, just as 30 feet is the right length for the Equatorial Route.

But if I am going to participate in a race, the answer must be a little different. To race, I insist on having as good a boat as anyone else. To participate and be a jerk — on the mercy of my competition — is just not my way.

38: Do you have any heroes you've looked up to for inspiration?

Andrew: It's very funny, but my heroes have become less heroic as time goes on. As you achieve things you start to lose your heroes. When I was younger — say ten years ago — I admired Chichester. Now I find him as someone I can't really respect. For example, he really didn't do anything that great, he was just publicized and promoted more than others. He sailed around the world with one stop, but 15 years before that Vito Dumas was sailing around the Horn in a very small boat with just three stops. So that's almost the same. The only difference is that Chichester was promoted and Dumas was not.

And another thing, when I sailed through the Torres Strait in darkness and under the spinnaker trying to set a record, it was just the Torres Strait reefs, the dead, and me. When Chichester went around the Horn, he had an airplane to take pictures and Her Majesties ship — very nicely named — *Protector* — right there with him.

38: How far did they follow him?

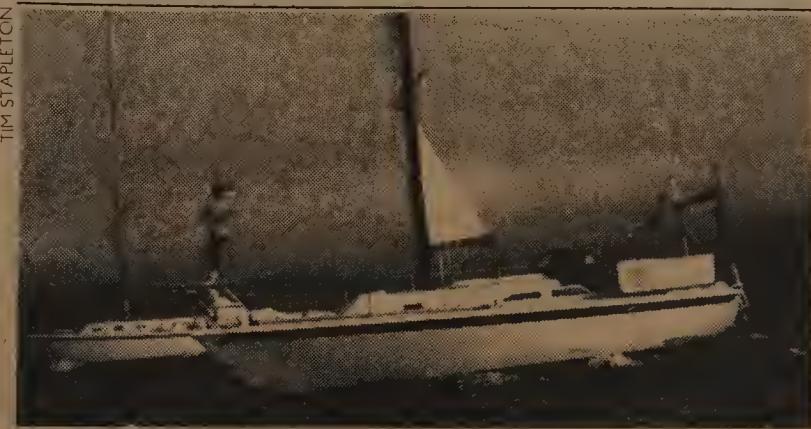
Andrew: Around the Horn to take pictures. So Chichester is really no longer my hero.

But Dumas — who had no radio, no liferaft, and who built his boat almost himself — I respect him very much. He had no promotion, no sponsor, he did it himself in style. I also respect Taberly, I think he is great. I respect Jeantot on *Credit Agricole*, he is very strong, he is judo trained, and I think born a racing sailor. I respect anybody who sails in style and is not built up by promotion.

38: What about non-sailing heroes?

Andrew: I don't have any political heroes, I don't like them. Astronauts were always my heroes, and I would have liked to be an astronaut. But being new to the country, my age, security clearances — these kept me from trying to get in the space program. But if I had enough money, I would build my own space program.

38: Do you look upon the ocean as your adversary or friend — or



Back home again in San Francisco.

is it just there?

Andrew: Well, I don't find the ocean to be cruel as in the book *The Cruel Sea*. No, the ocean is absolutely passive, it doesn't care about you or your boat. But because I have taken more good experience's from the ocean than bad, I call it my friend. But it is not the kind of friend that will help you when in need. If I get in trouble, the ocean will not help there.

Some people who sail around the world become religious. Not me. Just the opposite. On the ocean I became very skeptical; if I get into trouble, there is nobody who will come to help me.

38: Getting back to your recently completed voyage, was there a moment that stood out as the most joyful of the trip?

Andrew: There was, but believe it or not, it was not the day that I closed the loop around our planet, nor was it the day that Ericson Yachts said they would like me to continue working with them. No, the most joyful moment was actually about a week long, when I received many telegrams, letters, phone calls expressing simple congratulations like, "Welcome back, Mr. Urbanczyk". I also received some hot croissants, and from you folks at *Latitude 38* some cold Stolichnaya. A neighbor kid had some little candies and someone else did a quilt of Nord IV's path around the globe. My wife Krystyna had a sign with letters four feet high bolted to our balcony that read, "Welcome Home, Andrew!" It is these small tokens of friendship and heartfelt welcome that I will remember most.

38: Are you a one-dimensional character, or have you achieved other things since arriving here in America?

Andrew: What a question! I've built five multi-story houses — mostly singlehanded. I've published numerous sailing articles, not only in *Latitude 38*, but also in U.S., Japanese and European national sailing magazines. Heck, I'm even listed in the *Who's Who of International Writers*. I also climb mountains on several different continents and fly a small Cessna 150.

38: You look rather drained, you haven't been writing another book, have you?

Andrew: Yes, actually I'm writing my second book in the English language. The most successful and profitable books are "How to" books, so my next will be *How To Sail Around the World Without Storms*. I've sailed some 50,000 miles alone, and 100,000 altogether. Since I'm still alive I think I qualify as something of an authority.

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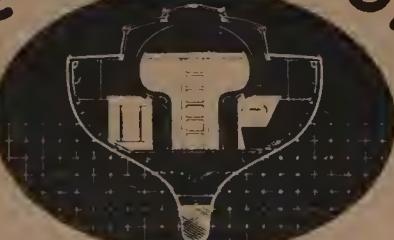
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The stars of the boardsailing world were out for the San Francisco World Cup on June 24th to July 4th. This was the second stop on this year's six-nation tour sponsored by a world-wide group of board, sail and gear manufacturers and offering top prize money for the best of the bunch. The celebrities included last year's overall World Cup winner Robby Naish, Ken Winner, Klaus Simmer, Nancy Johnson and Jenna de Rosnay, to name a few.

Unfortunately, the 62 men and 16 women could only complete the course racing event held on the Bay. The two other disciplines which make up each World Cup agenda, wave riding and slalom, had to be scrubbed due to a lack of wind at the venue site, Waddell Creek beach north of Santa Cruz. That didn't dim the luminescence of the leading individuals, though, who are becoming as professional as any sportsman or sports-woman can be.

"This is a very serious sport now," says Diane Green of Berkeley who competed in the women's division. "These guys realize this is their job and they sail eight hours a day." The pay off for those who make it to the top, such as Naish, is considerable. The 21-year old from Hawaii is reportedly making over \$100,000 a year including prize money and endorsements for his various sponsors. Based on his performance at the San Francisco World Cup, he's worth it. With three firsts, a third and throwout 14th in the course racing, he was clearly the standard by which others judged themselves.

Naish has been winning world titles since he was 13, so his performance comes as no surprise. What is amazing is that he's able to stay on top year after year in a sport that undergoes major technological changes an-

fleet around the course, the action shifted south to Waddell Creek. While the surf here is not the pure stoke variety that Naish grew up on in the islands, it nevertheless provides Northern California wave riders with exciting spills and chills. Robbie went out to practice while there was still some wind and put on a

ing. Bo Derek has nothing on this girl. This was the first time women competed in the World Cup and their good showing was well noted by the sponsoring companies.

With all the international talent present, the local boardsailers were challenged far beyond their normal performance. Leading the way was Dave Deisinger of Palo Alto, who ended up 29th overall. For his first try at a World Cup event, this was considered a success, and Dave was pleased with the outcome. "It's the best racing I've ever done," says the Foothill College student. "Going fast with 50 other people is really exciting. I'm totally hooked on it now."

Deisinger, along with his brother Dennis, Steve Willrich, Paul Beulow, Randy Nelson and Chris and John Rakowski, make up the "Team Palo Alto" group. They all attended Palo Alto high school and started windsurfing together, journeying to Bay Area hot spots such as Coyote Point, Crissy Field and Waddell Creek. Up until recently most of their experience has been on the one design Windsurfer boards, but now they are spending more time on the open class or "fun" boards which are used in the course racing for the World Cup.

"Actually, you need three boards," explains Dave. "One for course racing, one for surfing and one for the slalom. Then you need up to three or four masts and sails for each board." While boardsailing is still a relatively cheap sport, putting that kind of hardware together costs money, hence the heavy reliance on sponsors for equipment. Dave has managed to get support for his boards, sails and equipment and hopes to line up even more backing for a prolonged



Robbie Naish.

demonstration of surf riding that left the crowd cheering. "It was like having Reggie Jackson come to the plate at a Little League game," said photographer Lou Kruk. One of his moves involved riding down the face of a wave standing in front of his sail instead of holding the rig up in front of himself with his arms. He also sailed into the waves and jumped off the face, getting great hang time. While changing film in his camera, Kruk says

Naish has been winning world titles since he was 13-years old.

nually, if not every six months. According to Green, who is a sailboard designer as well as racer, this year's boards were quite different from last, with rounded, flat bows being replaced by sharp edged, double concave shapes. Naish, whose father makes boards, is able to keep abreast of all the young bucks eager to assume the top position.

A demonstration of the Hawaiian's dominance came in an event that didn't count. After a windy finale for the course racing, when winds of 35 knots rocketed the

he saw Naish take off, looked down to thread the film and when he looked back up he was still in the air!

While she doesn't have a long string of world titles to her credit, Jenna de Rosnay was also very impressive in the women's course racing with four firsts and a fourth. Jenna is married to French baron Arnaud de Rosnay, the fellow who sailboarded his way from Alaska to Russia, among other long distance feats. Jenna may be best known for her color picture spread in *Life* magazine a year ago in which she more than amply displayed the physical benefits of boardsail-

training session in Hawaii. His goal is to compete on the circuit, which this year will take competitors to France, Hawaii, Germany, Holland, Japan and Australia in addition to San Francisco.

Being competitive in this group will take a tremendous amount of work, Deisinger realizes. The three disciplines require different skills, such as the ability to ride waves, execute high speed gybes and go upwind in the course racing. Dave says speed differences on the reaches were minimal, but going to

WORLD CUP



LATITUDE 38 SHIMON



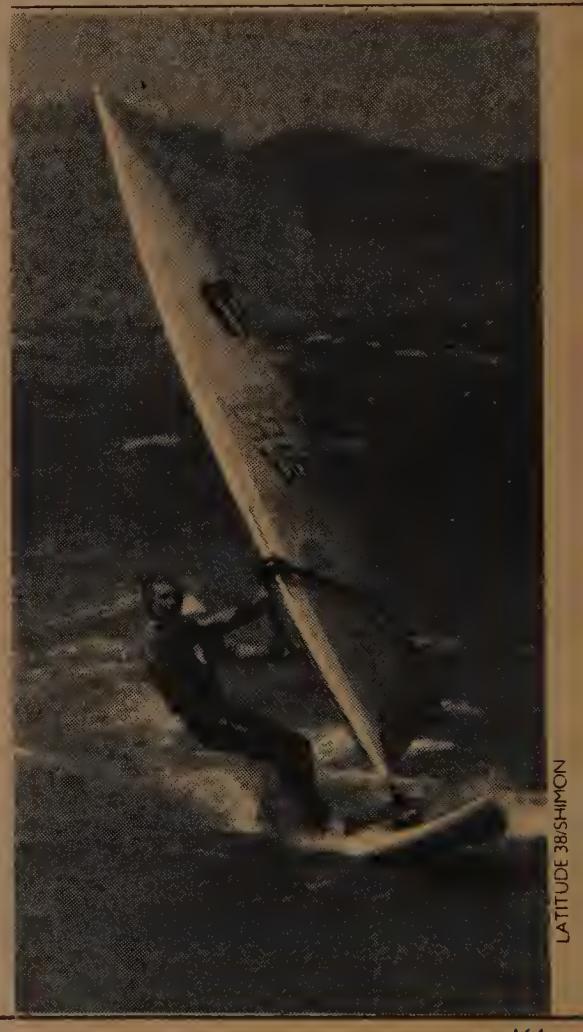
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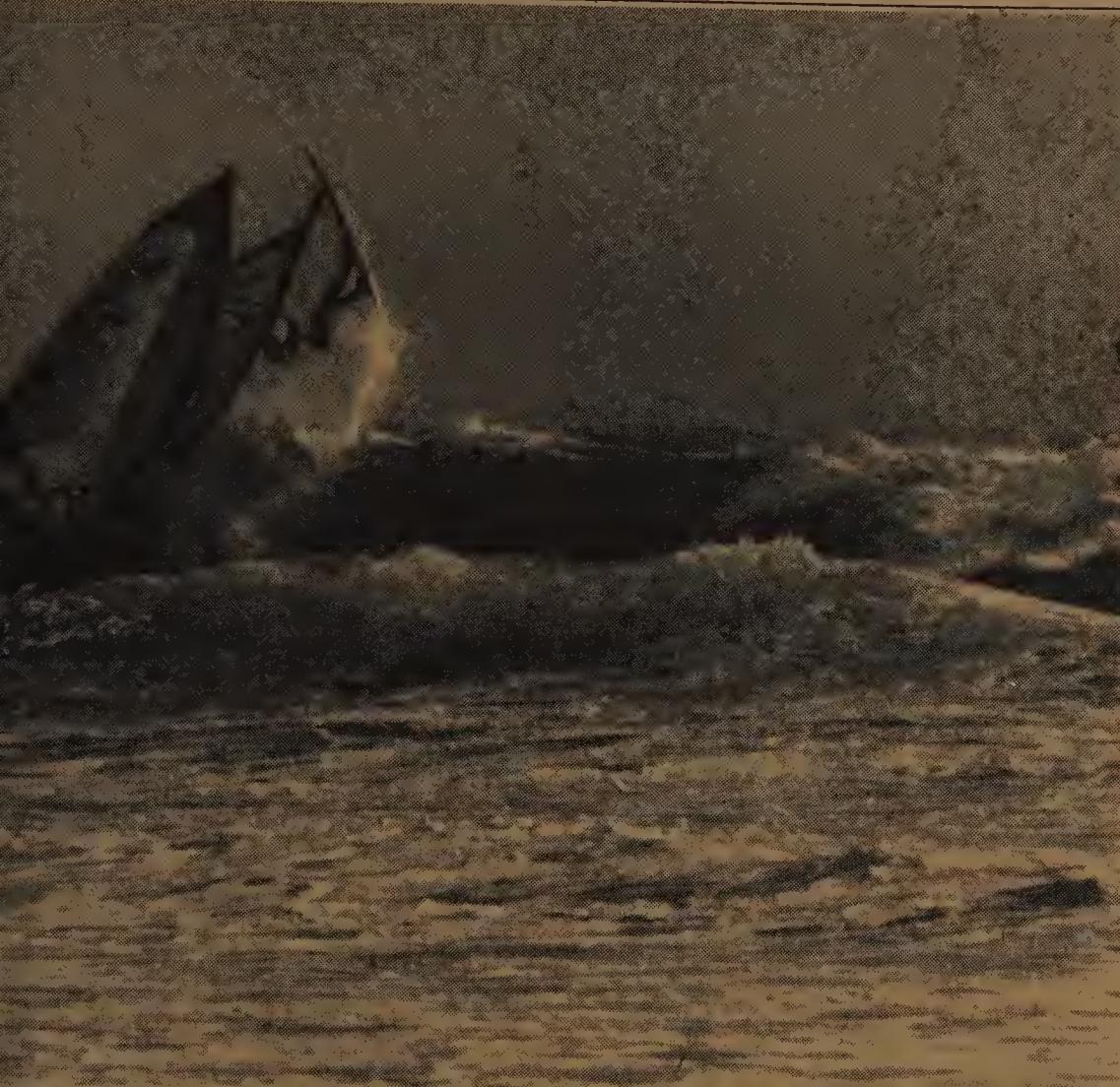
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Far above, the beach scene at Crissy Field. Above,
Cort Larned.

Above, Shaun O'Neill, left, and Jill Boyer. Right,
Randy Naish.



LATITUDE 38 SHIMON



LOUIS KRUK

LOUIS KRUK

Left and above, Waddell Creek. Far above, Jenna de Rosnay.

RESULTS

PLACE	RACER	HOME	SPONSORS	SCORES	TOTAL
<i>Men's Division — Course Racing</i>					
1	Robbie Naish	Hawaii	Mistral/Gaastra	1,(14),1,1,3	5.1
2	Bjorn Schrader	Germany	HiFly/Hood	(10),1,5,5,4	14.7
3	Tomas Persson	Sweden	Mistral/Pryde	2,(19),6,2,6	18.0
4	Klaus Simmer	Germany	Pryde	5,2,7,(12),5	19.0
5	Ornno Tellier	Netherlands	Tiga/Gaastra	8,(18),4,8,1	20.7
29	Dave Delsingier	Palo Alto	Mistral/North	28,25,26,30,(33)	109.0
31	Steve Willrich	Palo Alto	HiFly/Pryde	33,22,41,23,(41)	119.0
39	Steve Sylvester	El Cerrito	—	43,32,38,(44),28	141.0
47	Bard Chrisman	Alameda	Pryde	52,41,45,45,34	165
<i>Women's Division — Course Racing</i>					
1	Jenna de Rosnay	Maui	Tiga/Pryde	(4),1,1,1,1	2.8
1	Annick Gravelline	Montreal	Bic/North	1,2,2,(17),4	8.7
3	Nancy Johnson	Rhode Island	Mistral/Gaastra	3,3,4,2,(6)	12.0
4	Santha Pantel	New Zealand	North	6,6,(9),6,2	20.0
5	Rhonda Smith	Manhattan Beach	Pryde	5,7,3,8,(17)	23.0
9	Shaun O'Neill	Santa Cruz	Mistral	15,(17),8,5,7	35.0
12	Diane Green	Berkeley	Pryde	14,(17),17,9,9	49.0

weather you had to be able to get the board up on a plane, like a trapeze dinghy such as a 505. The double concave bottoms, similar to those on hydroplane speedboats, make this possible, as does the sailboard's free sail system. By pulling the rig to weather, the sailor can actually generate not only forward thrust, but also lift to pull the board out of the water.

Another development in high tech board-sailing is the solid wing mast such as the one used last year to set the sailboard speed record in England. Hawaii's Fred Haywood pioneered this rig, and World Cup sailors and sponsors are feverishly trying to make it work for them. Ken Winner, a perennial threat to Naish, reportedly had a couple of wing masts ready to go, but failed to choose

the correct one for the wind conditions. It's speculated that the wing mast could give you more speed and higher pointing ability, so the rewards to whoever can get the bugs worked out first will be handsome indeed.

Also not to be overlooked was the work of another local sailboarder, Ted McKown of Sausalito. Proprietor of a windsurfing shop in Sausalito, Ted wasn't racing but managed the Bay portion of the contest. He had access to Dusan Mills' 55-ft yawl *Xanadu* for a committee boat, but the combination of incoming westerly wind and outgoing ebb tide made it difficult to keep the boat head to wind. Other distractions included a dredge anchored on the starting line, a huge tanker entering the Gate just before the scheduled start of a race (the course was laid across the main ship channel) and three nuclear submarines passing by. Ted says the behavior of the racers was exemplary, with no protests and the final heat featured winds of 41 knots, propelling the sailboards to what Ted estimates must have been 25 to 28 knots.

There's no doubt about it, when you're on the World Cup circuit, you're running with a fast crowd.

SOUTH PACIFIC MILK RUN:

The Milk Run Series has been absent the last several months while its author John Neal has taken time off to build a small residence in Friday Harbor, Washington, and learn to sail the skies. As we resume the Milk Run, we're back in New Zealand for one last installment before heading back into the South Pacific.

Sailing south from Whangarei, a great next stop is Kawau Island, about 50 miles south. In the early days, manganese and copper were mined, smelted and loaded onto sailing ships here. Later, Kawau became the home of Sir George Grey while he

many boats anchored and rafted up on New Year's Eve that one could literally walk from one side of the bay to the other by crossing from one boat to the next. The holding was said to be terrible in those days because of the layers and layers of beer bottles on the bottom. After the park took over the house, several of the scuba diving clubs volunteered months of work to clear the bottom of bottles!

The Governor liked exotic plants and animals, and at dusk and dawn, you can still see and hear their descendants, including some animals that look like miniature kangaroos, flying and bouncing around. You'll also see small, blue penguins, albatross, giant petrels, shearwaters, gannets, shags and the occasional skua as you sail these waters.

Well, back to Kawau Island. On the southwest side of the island, you can anchor in South Cove and explore the interesting ruins of an old copper mining camp. There are great hiking (or "tramping", as the Kiwis call it) trails leading from South Cove to points all over the island.

From Kawau, it's only about a 30-mile sail to the Auckland Harbour entrance. Auckland is a port entry for New Zealand, and every year a few yachts make this their

first port. It is a good idea to call Auckland Harbour Radio on VHF channel 16 when you are off Rangitoto Island and tell them that you wish to clear customs. They will then make all of the arrangements for customs, health and agriculture clearance, and direct you by radio to the Admiralty Steps on Queen's Wharf. There you'll be met by friendly and efficient customs and agriculture people. After clearing, they will direct you to Marsden Wharf where visiting yachts are usually allowed to tie alongside the wharf for up to a week. The harbourmaster's office across the street will be helpful in finding you a place to tie up. There are very few marinas in New Zealand, so you'll usually end up at anchor, on a mooring, on a pile-tie, or alongside a wharf.

Auckland, 120 miles south of the Bay of Islands, is New Zealand's largest city (population 838,000) and home of 26 percent of the country's total population. Auckland and the surrounding communities make up the center of boatbuilding and sailmaking in New Zealand, and are homeport to 80,000 yachts, according to the Harbour Board. You must remember, though, that in New Zealand, anything with a sail — even a Laser — is a yacht, and all motorboats, even if they're 60 feet long, are called launches. It will seem like nearly everyone you meet in

Admiralty Steps, where you clear Customs in Auckland.



'Mahina Tiare' under sail in the land of Kiwis.

was governor of the Colony of New Zealand. He willed his extensive estate to New Zealand, and his former lands on Kawau are now part of the Hauraki Gulf Maritime Park.

Today, the rest of the island is sprinkled with summer cottages, called "baches", and the homes of a few permanent residents. There is one small store, which is only open in the summertime, and a schoolhouse. Bon Accord Harbour on the west side of Kawau offers good protection and holding (except in west and northwest winds) in a number of small bays and coves. The most famous of these is Mansion House Cove, on the south side of the bay near the entrance. Mansion House, former residence of the Governor, is now immaculately maintained as part of the park.

Until just a few years ago, however, Mansion House was a pub — and from what I heard, a lively one! I heard stories of so

LAST STOP IN NEW ZEALAND

ALL PHOTOS BY JOHN NEAL

Auckland either has a yacht in the family, or sails on one occasionally, so needless to say, the level of competition in the local races is intense.

There are only two marinas of any size in Auckland: Westhaven and Half Moon Bay. Unfortunately, the facilities for visiting yachts are almost nonexistent in these two marinas. If you plan on hauling your boat here, either for repairs or dry storage, you should know that the largest slipway in the country for yachts is in Half Moon Bay. This facility also has on-site facilities for welding and repair of sails, diesels, wood, fiberglass and electronics. If you're planning on hauling out here, it is an excellent idea to write or call ahead to reserve space and give an approximate date of arrival, since the facilities are booked solid from October until January with local boats getting ready for the summer sailing season. (Our winter is summer in the southern hemisphere). To contact Half Moon Bay, write or call Gordon Jenkins, Manager, P.O. Box 54-021, Bucklands Beach, Auckland, New Zealand, or telephone 5343-139 Howick.

The round-trip rates at Half Moon Bay (in New Zealand dollars) are \$58 for 30 to 34 feet (\$4/lay day); \$74 for 35 to 39 feet

(\$4.25/lay day); and \$92 for 40 to 44 feet (\$5.50/lay day). (To convert to U.S. amounts, multiply NZ amounts by .658). In addition, there is a mandatory high pressure washdown charge of \$40NZ per hour (minimum \$15). The occasional slips that come available in this private marina for visiting yachts run \$1NZ per foot per week. Next to the marina is the Bucklands Bay Yacht Club, which has a good reputation for their friendly attitude toward cruisers. There is also a well-stocked chandlery and a motel nearby, in case you decide to really tear your boat apart.

Westhaven Marina, the largest marina in the country, is located just southeast of the Auckland Harbour Bridge. Operated by the Auckland Harbour Board, Westhaven just completed an expansion and now has a 1,470-boat capacity. Again, though, not a single slip is reserved for overseas yachts at this time.

Two other boatyards of note are McMullen and Wing, the builders of Ceramco-New Zealand, who are located near Westhaven; and Salthouse Brothers up the Waitemata Harbour near Herald Island).

There are more than a dozen sailmakers in Auckland, including a large Hood loft just a couple of blocks from Westhaven Marina, and several large chandleries within walking or bicycling distance of downtown. Don't expect to find everything in one store, though, and be prepared to pay higher prices for any

gear that has to come from the United States.

Now that we have the formalities of in-



A natural wonder, Pohutu Geyser, Rotorua, New Zealand.

formation out of the way, we can talk about the fun and interesting things there are to do! Downtown Auckland — similar to San Francisco, but without 90 percent of the traffic and with many more parks and bays — is great fun to explore. There are dozens of great little restaurants here. New Zealand has had a fair amount of European immigration over the years, and you'll find everything from Hungarian to French cuisine all within a few minutes' walk. There are also great live theatre programs nearly every night, and the latest films from Europe and Hollywood. The bus system is fairly efficient, so you'll still be able to take advantage of the city activities if you moor outside of town.

My favorite anchorage in Auckland is about six miles up the Waitemata Harbour, past the Harbour Bridge, at Herald Island. This is definitely out in the country, and as you walk or bike through the lush countryside you'll pass many small farms, often with unmanned roadside fruit and vegetable stands. The prices are marked on the food, and customers leave their money in an "honesty box". The area around Kumeu and Henderson (near Herald Island) is one of the top winemaking areas in the country. Nearly

By now everybody knows there are more sheep in New Zealand than there are people.



SOUTH PACIFIC MILK RUN

all of the vineyards have free winetasting rooms. What more pleasant way to spend an afternoon than bicycling through the countryside, sampling fine wines and meeting the friendly winemakers. Just make sure you don't sample so much that you have trouble bicycling back to your boat!

While we're on the subject of wine, in my opinion, by far the best New Zealand winery is located in Kumeu, not far from Herald Island. San Marino Vineyards is a small, family-run operation, started in 1944 by Yugoslav immigrants Mate and Melba Brjakovich. You'll be welcome to try any or all of their 15 different wines and sherries, and if you decide to buy, the prices are certainly right — about \$3.50 NZ per bottle for some of the finest wine you'll find anywhere!

Auckland is another spot where you can safely leave your boat and see more of the country. If you are short on time or money, you can at least take the bus ride south through Hamilton to Rotorua, about a three-hour ride. This is an area of thermal geysers, steam baths and Maori (the native New



'Mahina Tiare' careened at Herald Island, Auckland.

Zealanders) culture. Parts of it are a bit touristy, but it is still fascinating. The "don't miss" list for Rotorua includes: Ohinemutu lakeside Maori village, Government Gardens (formal gardens with mineral baths nearby), Agrodome, the evening Maori hangi (feast) at the International Hotel, and the hiking around Blue and Green Lakes.

If it seems to you that we're really emphasizing the things to explore shoreside instead

of the sailing activities in New Zealand, you're exactly right! You'll understand completely once you've sailed there. You'll be ready to get away from the boat once in awhile, stretch your legs and see some countryside. With luck, you'll have more time than I did — seven months didn't seem long enough to explore New Zealand — and be able to explore the South Island, maybe do some skiing and for sure see the glaciers and do the Milford Track!

Next month: Back to the tropics.

— john neal

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JUMPIN' JACK FLASH

When Oakland's Warren Yee started looking for a boat of his own in 1979, he never thought he'd end up with *Salty Tiger*, a former state-of-the-art racing machine. He had no desire to go racing, but he did, and he soon became successful. When he told people he wanted to enter that same boat, which last saw the advances of technology in the late 1960's, in the 1983 Big Boat Series, people laughed. But he did it. When he suggested to his crew that they compete in the 1984 Clipper Cup, scheduled to start on August 4th off Honolulu, they laughed too. But guess what? They'll be there.

They won't be sailing *Salty Tiger*, the Derecktor 44 that won the 1969 SORC title and last year campaigned in the Big Boat Series on the Bay. Instead, Warren and his crew of 19 have syndicated and chartered the Davidson 50 *Jumpin' Jack Flash*. That's the boat that made people sit up and take notice at the Clipper Cup in 1982. The ultra-light speedster also put on a good show for the first part of last year's TransPac.

"I was on *Zamazaan* (the Farr 52) in 1982

sons — there are four women included — and they all have the desire to do well, but they don't include names that you might have memorized from the racing results. Basically they're weekend sailors who have pooled their resources to have a go at Grand Prix racing. For most of them, spending the better part of a month in Hawaii will be vacation time. Their operating slogan is: "If your goal is to win, you may be disappointed. If your goal is to have fun, you may have already won . . ."

At first glance, the casual observer might think it foolhardy if not downright dangerous for such a group to take on the blustery trade winds of Hawaii in a thoroughbred racing machine. That thought may have crossed their minds as well, but they took steps to strengthen their position. Realizing that the ultraheavy *Salty Tiger* was no match for the *Flash*, Yee and his companions managed to get ahold of Dr. Jerry Jensen's Farr 50 *Sangvind*. Like the *Flash*, *Sangvind* is fractionally rigged, which makes for smaller jibs and spinnakers than a mast-head configuration. It also means learning how to handle the barn door of a mainsail.

The first few sails in late June were not pretty. There were a few crashes that still



make some shudder just to think about them. Owner Jensen, who was onboard at the time, was surprisingly mild-mannered about it. In order to keep the damage repair bill to a minimum, though, they used *Sangvind*'s cruising main and old spinnakers from *Salty Tiger*. The learning curve was steep, but by mid-July they had forged themselves into a working unit. There were still rough edges, but the basics were all covered.

"It's like getting a mail order bride," Yee said of *Jumpin' Jack Flash* while sitting in *Sangvind*'s cabin before one of their last practice sessions. "We've talked to her parents (owner Steve Crary of Seattle), and we've seen a picture of her. Now we're trying to get in shape so when we meet her, she'll know we're ready."



LATITUDE 38 SHIMON

Claudia Halbert tames an unruly guy on 'Sangvind'.

at the Clipper Cup," recalls Warren, whose broad face and winning smile lightens up the space around him. "We used to get round the weather mark, set the chute and wait for the *Flash*. Once she turned the corner it didn't take long for her to motor by us. I'm looking forward to some fast rides this summer!"

The *Jumpin' Jack Flash* syndicate can perhaps best be described as a "people's" boat. Those onboard are competent seaper-

Le'ts run a few flashbacks to get more of a perspective. The first one dates back to 1964 when Warren Yee first learned to sail in the Lido 14's at the Cal Sailing Club. "The same Lido's they still have!" he says. Then move forward to 1966 when Warren took time off from school to go on a two-year cruise aboard the 103-ft Alden schooner *Constellation*. Intended to be a circumnavigation, the trip was cut short at the Cook Is-



LATITUDE 38/SIMON

lands, but 30,000 miles at sea left an indelible impression on Yee. So did the words of sailing master Roger Gary, who said that "racing is the best way to learn to be kind and gentle to a boat."

Returning to the Bay Area, Warren went back to school and set about to earn enough money to buy his own boat and complete the world cruise. In 1971 he started his own architectural firm, which he managed for seven years. In 1980 he started an exporting firm, one that sells houses to the Far East. He was then ready to start looking for his dream boat.

The search began in San Diego and included virtually every harbor from there to Seattle. He put deposits down on seven boats, all of which didn't work out. On his last day in Seattle, a dealer told him about an ex-racing boat that was available. Warren told him he wanted a full keel, fiberglass cruising ketch and no argument. The dealer tricked him into taking a look at *Salty Tiger*, a fin keel, aluminum sloop. He bought it ten minutes later.

It gets better after that. Warren had no thoughts of racing. In his first season on the Bay, 1979, he just went for day sails. Natu-

(HDA). A year later, *Salty Tiger* was HDA division champion and this racing thing was beginning to look pretty interesting. After going to Clipper Cup on *Zamazaan* in 1982, Warren came back to HDA in 1983 and not only won his division, but also the Yankee Cup, the overall HDA championship.

By now Warren had a pretty strong nucleus of sailors with him, people like Regine Boysen, Geoff Gosling, Richard Kling, Howard Siu and Kingman Siu, among others. They finished the 1983 season by getting into the Big Boat Series, a coup in and of itself. The host St. Francis YC likes to keep the entry list packed with up-to-the-minute and prestigious yachts, but somehow Warren talked them into it. They certainly weren't the terror of their division, but some more wind and a few less torn sails might have made a positive difference. "We got as much speed out of her as we felt we could," says Howard Siu.

The last flashback is to the Wheeler Regatta last March on the Bay. Sailing around in the cold spring weather, Warren put forward the notion that it could be a lot more fun in warm weather someplace like Hawaii. "It's hard to believe that we just thought of Clipper Cup a few months ago and now we're almost there," says Howard Siu. "It's like a fever that none of us have control over."

Stripped to his bathing trunks in

Upper left, Geoff Gosling leads the crew through a jibe from the afterdeck. Below, Howard Siu, left, sweats a halyard.



LATITUDE 38/SIMON

JUMPIN' JACK FLASH



LATITUDE 38 SHIMON

Above, John Lawlor trims while Regine Boysen, center, meditates. Above right, 'Jumpin' Jack Flash' in the 1982 Clipper Cup.

Sanguind's cabin, Howard talks about the program. Although no relation to Kingman, he says their families probably originated in the same Chinese village. "Haven't you ever heard of Siu City?" he jokes. Howard, who runs the foredeck, is a thinner and more ebullient version of Warren. The two share similar philosophies about sailing and people and use words like "sharing" and "communication" in describing the process they're using to build a cohesive crew. "It's more than just sailing. It's a vehicle for personal growth," he says, slipping into his foul weather gear.

"God, it's getting a bit thick in here," remarks Claudia Halbert, who serves the front end of the boat with Howard. An experienced ocean racer and big boat sailor with considerable time on Carl Eichenlaub's *Cadenza*. She was going to do Clipper Cup in Eichenlaub's new boat, but it won't be ready in time. Her mother hen traits counterpoint Siu's Peter Pan qualities nicely. Both are outgoing and can make things happen on the boat.

Regine Boysen, tall, lean, blonde and be-spectacled, offers yet another dimension to the crew. A hydrographer by profession, she is another *Salty Tiger* veteran and one of the syndicate founders. She holds a position of authority, as one of the two headsail trimmers. She's also quieter than either Siu or Halbert.



LATITUDE 38 RICHARD

At first, "The idea of racing *Jumpin' Jack Flash* was preposterous," she says before going on deck. "But now that we know we can handle *Sanguind* we don't feel it will be a problem."

Out on the Bay, the crew runs through basic drills such as setting sails, tacking, imaginary starts and a trip out the Golden Gate. "We want to get used to the idea of ocean swells," says Yee, who steers the boat. At a certain point they turn and set one of *Salty Tiger*'s old chutes. The maneuvers aren't picture perfect, but every foul up is discussed and reviewed. Coming in the Gate the wind picks up and they perform a couple more jibes. They even "simulate" a broach, which is handled adroitly and with minimum loss of time.

Downwind the cockpit is crowded with people. The English-accented voice of Geoff Gosling rises above the wind to give commands. He will be the official communicator during the Clipper Cup, as well as navigator and tactician. Educated as an engineer with special interest in airport planning, the full bearded UC professor says he qualified for

CLIPPER CUP BAY AREA CREW LISTS

these jobs by being able to "shout loud".

Gosling has been trying to get a campaign similar to the *Flash* syndicate going for a couple of years now. In 1983 he started putting together a TransPac charter with *Troublemaker*, the Heritage One Ton. The plan eventually fell through, but Geoff says the experience was invaluable. "The hardest thing is to create a feeling of urgency in February for a regatta in August," he says. "By April you have to really pin people down if it's going to work." Geoff and the other members of the syndicate are compiling a book of what it took to make this campaign. This record could then act as a blueprint for another group in the future.

One of the advantages of having so many people involved is the wealth of talent to tap into. Medically, *Jumpin' Jack Flash* will be qualified to do everything but open heart surgery on the downwind legs. There are four doctors onboard, as well as a dentist, a pharmacist and two nurses. They've queried everyone in the crew as to special medical needs and have put together three complete medical kits for minor, emergency and critical situations.

Also able to lend a hand organizationally is Rich Kling, who trims the main. Professionally he conducts management seminars for Xerox. He says there are several fundamental principles from his work which apply directly to sailing a 50-ft racing boat. One is job definition, making sure everyone knows

Swiftsure, Frers 59: Sy and Phyllis Kleinman (owners), Bob Klein, Dave Kettenhofen, Don Nelson, Bob Casparian, John Hewitt, Tom Brown, Mike Alexander, Pete Swain, Steve Bates, Paul Kamen, Chris Dunn, Charlie Dole, Jonathon Patmond, Terry Eminall, Spencer Schilling.

Scarlett O'Hara, Peterson 43: Monroe Wingate (owner), Dennis Cooke, Danny Shea, Mark Maitby, Phil Vandenberg, Don Snyder, Steve Fletcher, Chet Cordrey, Seth Morrell, Dave Hulse, Steve Baumhoff. Alternate: John Bertrand.

Bravura, Frers 46: Irv Loube (owner), Jeff Madrigali, Dale Winlow, Bruce Davenport, Nick Gibbons, Gary Loube, Andy Halowell, Gordon Clute, Bob Billingham, Eric Baumhoff, Peter Cameron, Mark Rudiger, Dan McFaull, Mark Heer. Alternates: Craig Healy, Russ Silvestri.

Grey Fox, J/41: Don Trask/Lowell North/Jim Hill (owners), Chris Boome, Harry Allen, Peter Barrett, John Vitali, Dave Kuhl, Rick Mogul, John Barnett, Danny North.

High Risk, Frers 40: Jim Mizell (owner), Bob Smith, Jim Coggan, Tom Alexander, Jeff Stein, Fred Muller, Jim Gettys, John Buestad, Paul Ferrarise, Wayne Kipp, Robert Flowerman, Robbie Carpenter.

Sidewinder, Reichel/Pugh 43: Randy Short (owner), Steve Taft, Don Jesberg, Kent Massey, Scott Easom, Tom Ducharme, Steve Jesberg, Jim Watters, Mike Lingsch, Jim Pugh, Skip Allian, Don Kohlmann.

Flasher, Frers 40: Laurie and Marylue Timpson (owners), Scott Wynn, Kevin Page, Peter Radcliff, Steve Burr, Cliff and Sue Stagg, Matt Blake, Mike Duval.

Clipper Cup notes: Three Bay Area boats have been chosen by the U.S. Yacht Racing Union to represent the United States in the Clipper Cup. They include *Sidewinder* on the Red Team and *Bravura* and *Scarlett O'Hara* on the Blue Team. *Bravura*, which was second overall in points at the last Clipper Cup, is also on the Mumim's World Cup team for the U.S. along with *Scarlett O'Hara* and Larry Harvey's NIM 49 *Brooke Ann*. Don Trask reports they brought *Grey Fox* in at a rating of 30.7, which makes them a big boat in their class and should enable them to get off the line fast and into clear air.

how and when to do their tasks. Another is negotiated objectives. Everyone in the syndicate gave their input as to what they wanted to accomplish. "Many boats suffer from not dealing with these issues," he says. "You can spend half a million dollars on

your boat, but if the crew work isn't together, it's just not going to go fast."

And how much will those on *Jumpin' Jack Flash* have to pay for the Clipper Cup? Well, the charter fee for the boat was \$14,000, and there's another \$8,000 for food, lodging, t-shirts, a party or two and other items. For those who do only the three triangle races and the 150-miler to Molokai, the ticket is \$1,300. For the members, who also get to go on the 775-mile Around The State race, it's \$2,200 total. In addition to those mentioned earlier, the syndicate includes Dave Bailey, Craig Sylvestri, Margi Tanner, Jerry and Darin Jensen, Doug Little, John Lawler, Jack Silsby, Rich Savoy, Mary Lovely, Kame Richards and Eric Nordholm.

Back at the dock, the crew puts *Sangwind* away. They're one step closer to their goal. The cold afternoon wind coming off the Pacific holds little menace over them. In the shadow of Diamond Head their foul weather gear will be replaced by shorts and suntan oil. Their steed will be a quick, sturdy mount, ready to take them over the bright blue seas. They look forward to this adventure into the world of GrandPrix racing with excitement.

Kingman Siu, left, and Warren Yee.

LATITUDE 38 SHMCN



MEXICO PREVIEW

It may be hard to think of winter with the August sun scorching your brain, but if you plan on racing or cruising your boat to Mexico for the 1984-85 season, it's high time to get your plans in high gear. For those of you readers considering a Mexico cruise



Two things you need in Mexico are a hat and a beer.

or race this season, here's a breakdown of some of the noteworthy events:

September 27, Latitude 38's Second Annual Cruising Kick-Off Party at the Sausalito Cruising Club. The party is on a Thursday night from 6 to 9:30 p.m. Everyone even dreaming about going to Mexico is invited, and it's free. Like last year there'll be plenty of free guacamole.

October 27, Pacific Marine Supply's Cruising Kick-Off Party in San Diego. This is the original cruising kick-off party, the real big one that draws people from the length of the West Coast. There's plenty of free food and drinks, and you'll have a chance to meet lots of people you'll bump into later in Mexico.

November 1, this is usually considered to be **the end of the hurricane season** in Mexico, and thus the first cruising boats start to head south. Naturally it's wise to keep one ear to the weather broadcasts.

November 10 is the start of the Los Angeles YC's **Mazatlan Race**, the 13th running of the 1,000-mile downwind slide to mainland Mexico. The race is only open to boats with IOR ratings between 26.5 and 70.0, and is by no means a race for cruisers.

It costs \$400 to enter, and because of all the maxi's coming to the West Coast this year, is liable to be a big one. Write Elliott Cutting,



Some of the cruising women at Sea of Cortez Race Week. For all you do, this Pacifico's for you!

1157 Parkview Avenue, Pasadena 91103, for a request for invitation.

November 22 is **Thanksgiving**. Traditionally cruisers in La Paz and Cabo San Lucas set this day aside for a big beach party; potluck entrees, roasting a pig in the sand, that kind of thing. Thoughtful cruisers often show the thanks for their good fortune by donating some food, children's clothing, or money to the less fortunate people of Baja. Times are very tough these days for the good people of Mexico.

December 25 is, of course, **Christmas**. Usually these are days of big festivities in Cabo and La Paz, but there are also get-togethers wherever two or three boats gather in the most remote anchorages. Felice Navidad!

February 2 is the start of the Del Rey YC's **Puerto Vallarta Race**, 1,125 miles from Marina del Rey to Puerto Vallarta. The fact that the Del Rey YC knocks itself out with organization and helping participants get to Puerto Vallarta — and back — makes this a great opportunity for first-time Mexico racers.

The race had a PHRF division in 1977 and 1979, and now partly because of the

suggestion of *Latitude 38*, they're having a PHRF division again this time. Boats must rate under 150; a great opportunity for very fast cruisers getting down to Mexico a little late in the season or for racers looking for a warm break in the bleak California winter. Call (213) 823-4664.

February 15 marks the start of the six-race **MEXORC**. This is the very laid back Mexican version of the SORC, where fun is the most important goal. MEXORC entry information can be gotten from the Del Rey YC's number above. MEXORC starts in Puerto Vallarta.

March 9 is the start of the Newport Harbor YC's 790-nautical mile **Cabo Race** from Newport Beach to Cabo San Lucas. Open to IOR flyers, this race is a scream. Call (714) 673-7730 and ask for race administration.

March 25 through March 30 will be the **Second Annual Sea of Cortez Race Week** for cruising boats at the Caleta Partida anchorage 20 miles north of La Paz. Sponsored by *Latitude 38*, NAO Charters, Fonatur, and the Mexican Department of Tourism, everyone is invited to participate in the three-race series and the countless fun and games on the beaches of Isla Partida. It's all free. Eighty-five boats showed up last year, even more are expected this time around. Watch for further details in upcoming issues of *Latitude 38*.

The last week in April is **Mardi Gras** in La Paz. Everyone celebrates on the streets.



ALL PHOTOS BY LATITUDE 38/RICHARD
EXCEPT WHERE NOTED

By the middle of May it's time to be getting out of Mexico, as the **hurricanes** are about to return. It always takes a little longer to leave Mexico than you think it will, so don't wait up until the last moment.

We don't claim to be experts about equipping cruising boats bound for Mexico, but we've had ours down there for the last three years — and will have it down there again this year — so we're going to make a few observations. They're free, however, so don't put too much weight in them.

One major observation is that about August in anticipation of leaving for Mexico "in November or early December at the latest", all kinds of boatowners start tearing their boats apart. And we're not talking about putting on a windvane or something; we're talking about redesigning and constructing things that are perfectly good as they are. The unfortunate net result is that these people never get to Mexico at all — or if they do, it's in a jumbled mess and they arrive in the middle of March, just in time to miss everything but the onset of hurricane season.

If you own what's basically a sturdy boat and you're just going to Mexico — as opposed to Costa Rica and Panama or across

As recent as 1980 holiday gatherings in Cabo were small like this. Expect them to be huge this year.

to the South Pacific — we suggest you forget all that esoteric crap and stick with the basics. You'll soon find the basics themselves are sufficient challenge. As we see it the basics — in order of importance for safety and fun in Mexico — are as follows:

1. Haul your boat out early to make sure the thru-hull fittings are in good condition, that the glands around the rudder and prop shaft are okay, and that the rudder isn't about to fall apart. Check all this underwater stuff early because it always takes more time and money than you think. Then slap on a good coat of bottom paint.

2. Check out your rig. Are any of the pins about to shear off, are any sheaves shot, are the turnbuckles showing signs of stress? If you don't know how to check this stuff yourself, hire an expert and observe carefully.

3. Examine your sails to make sure they are in good repair. You don't need a big inventory, but you need sails that are ready for work. A main, a 100, a 150, and a storm jib would do nicely. A 130 and a spinnaker or gennaker would be fine additions.

4. Make sure you've got the necessary anchors and ground tackle. Have at least three anchors — one well over the recommended size — and perhaps a lunch hook. All ground tackle should all have at least 130 feet of heavy chain on the end, and the nylon 3-strand should be heavy-duty for your size boat. You also need a 'shock absorber' for the anchor line. Since you'll be at

anchor virtually every night in Mexico, you'll be glad you invested heavily in this equipment.

5. Check out your motor carefully — if you're going to have one, and we suggest you do. If the engine's old, an oil analysis might be worth the \$50. Make sure the en-



For the active waterperson Cabo is mo' betta. Good body surfing, good cliff diving.

gine filter system is very heavy-duty, and that you've got not only spare filters, but spares of all the other important engine parts.

6. Make sure that your stove is in good repair, as well as the tanks and all the hose connections. This is triply true if you have propane, which is explosive but probably the easiest fuel to find in Mexico. You'll be using your stove every day in Mexico, so it becomes an important item to have working well.

7. Have a dinghy in good shape, be it hard or an inflatable. It should row well, but even so we highly recommend a good outboard. Some purists only like to row, but they miss a lot of what they've travelled so far to see.

8. You've got to have a dodger in Mexico, preferably one that has windows that zip open. Dodgers make your boat's interior larger, they protect your little body from bad weather, but most of all they shield you from what can be a brutally hot sun.

As far as we're concerned, those are



DOUG WILDT

MEXICO PREVIEW & BOAT PREP

the most important preparations. Once you've got those taken care of and paid for, you can start looking at some equipment that would be really, really nice to have. For example:

9. A windlass, preferably an electric one with manual override. If you're cruising Mexico in a Folkboat or an Olson 30, you can get away without one, but lord help the guy with a big boat and no windlass.

10. It's best to have a windvane and an autopilot, but do try and have at least one or the other. If you have to choose between the two, you have to guess what kind of sailing — or motoring — you'll be doing and what's most appropriate for the boat you own.

11. Additional fuel and water tanks make life much easier in Mexico. Both liquids are a little hard to come by, so when you get the chance you really want to load up. Pick up some jerry jugs for both.

12. Electronics and other do-dads. We'll assume you've got a knotmeter and a compass, which is really all a careful, conscientious sailor has to have in Mexico. Dead reckoning — aided by fogless line of sight — is about as easy in Mexico as it could be any-

Do the important jobs
and buy the essential
gear first! You can
always get the other
goodies later.

where in the world.

Most folks like more electronics, and they're fun if you've already taken care of numbers 1 through 8 and still have some money you're willing to spend. The top electronic option is a VHF radio, which is virtually mandatory for communication in Mexico. If you've got a VHF, chances are you're in

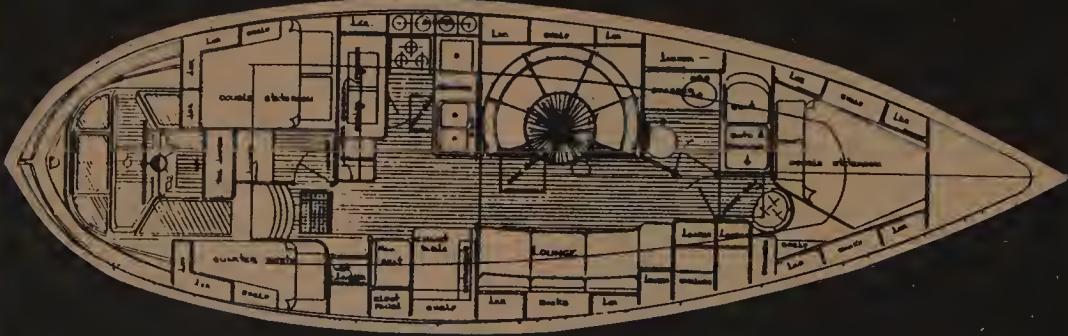
contact with someone who has a ham or SatNav, which means it's not so important you have these yourself.

Lorans are useless once you get a little way south of the border. SatNavs are fun to fool with and we think we'll take one down this year, but you can sure live without one.

If you've got the above items — especially 1 through 8 — you've got all the important stuff you need for a good and safe time south of the border. If there's still money left you can buy cabin fans, refrigerators, solar panels, generators, weather fax, plastic egg cartons, folding bikes, wind scoops, weather cloths, fishing gear, diving equipment, windsurfers, sailing dinks, microwave ovens, radar, bloopers, camp toasters, boat hammocks, spotlights, flopper stoppers, handheld VHF's, wind generators, liferafts, and the 97,000 other items people find indispensable. But buy the important stuff first! You can always get the other goodies later.

That wraps our first Mexico preview; we'll have more next month.

— latitude 38



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MAGGIE McGURK

not the Bay boats that are lacking."

"I'll personally deliver a bottle of Dom Pérignon to the skipper who tops the record," he added to sweeten the pot.

— dave snodderly

Boreas Race

This year's Boreas Race from San Francisco to Moss Landing on June 30 drew 29 entries. Lack of wind outside the Golden Gate led to the withdrawal of more than half of them, but for those who made it past Mile Rock, it was a delightful sail. Overall winner and best of the ultralights was Scott Pine's Olson 40 *Notorious*, topping Lu Taylor in the Santa Cruz 50 *Oaxaca*. PHRF victor was Commodore Tompkins in the Farr 1020 *Satiation*.

Pine says Mile Rock looked good once they cleared the bridge. The bigger boats got around Land's End before the tide turned to flood and were off in the freshening westerly. Lu Taylor, sailing the chartered *Oaxaca* pulled away as they progressed down the

coast. Pine went out and jibed back in on his approach to Monterey Bay. A knotted spinnaker slowed him slightly at Ano Nuevo, and the wind died at sunset. *Notorious* sailed smart on the beat to the finish as the easterly land breeze filled in.

First across the line was *Oaxaca*, which was under charter to Lu Taylor. With his old boat *Racy*, Taylor won this race four times and still considers it his favorite. "This is the first race I ever sailed in and the first I ever won," he says of the Boreas, which dates back to 1951. He had Monterey ace Harvey Kilpatrick onboard for this edition and they managed to average 13.8 knots over the bottom. Taylor is in the market for a used Santa Cruz 50 and this race reinforced his desire.

Commodore Tompkins had no shot at the overall win since the tide change after the start favored the bigger boats. That didn't stop him from enjoying the spinnaker reach in 35 knots of wind off Davenport. A leeward broach was the only mishap, resulting

in the clew of the chute wrapping itself over the masthead. "That's the first time I've ever done that on a fractional rigged boat," observed Commodore. The dump came just as dinner was being prepared below, but no food spilled so all was okay.

Results: *Multihulls* — 1) *In-Flight*, Multi 40, Peter Cimino, Kona SA. Class A (*ULDB*) — 1) *Notorious*, Olson 40, Scott Pine, SCYC; 2) *Oaxaca*, SC 50, Lu Taylor, St. FYC; 3) *Chasch Mer*, SC 50, Randy Parker, SCYC; 4) *Apocalypse*, Olson 40, Carl Gallivan, SCYC; 5) *Red Stripe*, Sonoma 30, Rhonda Fleming, SCC. Class B (*PHRF*) — 1) *Satiation*, Farr 1020, Warwick Tompkins, St. FYC; 2) *Ariel*, Santana 35, Bob Brockhoff, SCYC; 3) *Meltemi Too*, Cal 35, Bill Jonas, CYC; 4) *Mariko*, Cal 39, Keith Chastain, Elkhorn YC; 5) *Nalu IV*, Lapworth 48, Diana Green/Jim Jessie, Oakland YC.

Midnight Moonlight

John Andrew, sailing the 30-ft *Etchells 22 Rush Hour*, topped 41 boats to win the San Francisco YC's Midnight Moonlight Maritime Marathon race on July 7th. Sailing with Erik Engbreth, Jennifer Kermohan and Jim Wilcox, Andrew overcame a late start to pull out the victory, his first in three tries.

The MMMM runs a reverse order start, giving competitors their handicap before the race. That means the smaller, slower boats leave the Raccoon Straits start first and the bigger, faster boats try and catch them on the way up to the Carquinez Bridge and on the return to Belvedere. With only eight entries behind him, Andrew managed to hold them off while passing the 32 ahead of *Rush Hour*. He took the lead from *Abracadabra*, Dennis Surtees' X-102 at the San Rafael-Richmond bridge on the return and avoided some wind holes along the Marin shore to take the winner's gun at 17 minutes past 11 p.m.

Results: 1) *Rush Hour*, E22, John Andrew; 2) *Abracadabra*, X-102, Dennis Surtees; 3) *Grey Fox*, J/42, Don Trask/Lowell North; 4) *Moonlight*, Ranger 23, Fred Paxton; 5) *Twisted*, Ranger 23, Don Wieneke; 6) *Cannonball*, Hawkfarm, Rich Schulot; 7) *Chimo*, Nelson/Marek 41, Chuck Winton; 8) *Smoke'n R*,

THE RACING

Ranger 23, Jack Frey; 9) Tabasco, Rhodes 19, Don Chandler; 10) Shanghai Lil, Ranger 23, J.B. Boone.

Silver Eagle

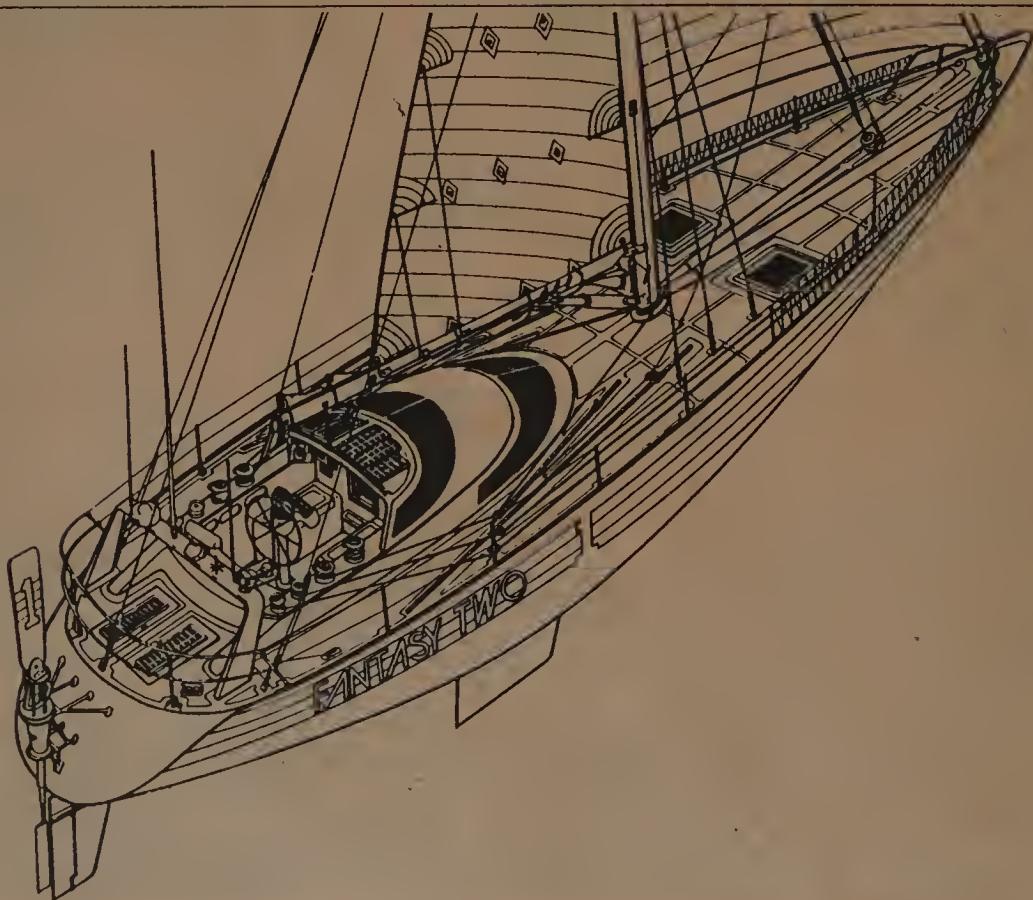
The Silver Eagle race, an 87-mile long distance affair inside the Bay, drew 68 entries on July 14th. Winner overall for the second time in three years was Richard Leute's *Esprit 37 Rosy Option* sailing out of Mountain View. This race which includes legs into the South and North Bays, favors reaching boats, which suits the production *Esprit 37* just fine.

Second overall was Ray Nelson's *Catalina 27 Freyja*, another production yacht. Nelson put his years of light air sailing experience on the East Coast to good use on the opening leg, a light air beat out the Gate to Point Bonita. "It paid off not to pinch into the wind," he says, "but rather to close reach

and keep your speed up." The adverse flood tide also made things extremely difficult for much of the rest of the fleet. Nelson says that by the time he reached the City Front he still couldn't see any spinnakers behind him — they were all still trying to get back into the Bay!

The first monohull to finish was the new *Sonoma 30, Red Stripe*, driven by Jim Gannon. The first multihull across the finish line was Joe Theriault in the *Buccaneer 33 trimaran Sundowner*. Joe built the boat himself in Richmond, launching it in 1978. He and his family then went on a two-year cruise to the Caribbean. The last couple of years he's been racing a lot. He was first to finish in the 1983 Doublehanded Farallones. This was

Dan Byrne's new 'Fantasy Two', as conceived by naval architect Eva-M. Hollmann.



LATITUDE 38/RICHARD

the first time multihulls have officially entered the Silver Eagle, and Joe had a spirited race with another Buccaneer, Barry Parkinson's *Waimea*.

Results: Division 1 (PHRF to 138) — 1) *Red Stripe* (third overall), Sonoma 30, Jim Gannon, Greenbrae; 2) *Tamen*, Express 27, Ralf Morgan, Alameda; 3) *Second offense*, Schumacher 30, Colin Case, San Francisco. Division 2 (PHRF 138-162) — 1) *Rosy Option* (first overall), Esprit 37, Richard Leute, Mountain View; 2) *Cannonball*, Hawkfarm, Rich Schuldt, Pt. Richmond; 3) *Olias*, Pearson 10M, Edward Kirwin, Tiburon. Division 3 (PHRF 163-180) — 1) *Sum Trik Yot*, Nonsuch 30, Dave Vickland, Alameda; 2) *Underdog*, Catalina 30, Randy Roe, Cotati. Division 4 (PHRF 181+) — 1) *Freyja*, Catalina 27, Ray Nelson, Kensington. Trimarans — 1) *Sundowner*, Buccaneer 33, Joe Therriault, Richmond; 2) *Waimea*, Buccaneer 33, Barry Parkinson, Petaluma.

BOC CHALLENGE

"I know what's out there. I've been there. And I'm going to go again." So says Dan



Start of the Boreas Race.

Byrne of Santa Monica, one of ten finishers in the 1982-83 BOC Challenge singlehanded race around the world. He's already paid his \$500 entry fee for the 1986-87 version. He's also commissioned Vista, California, naval architect Eva-M. Hollmann to come up with a 60-ft cutter design that cannot only get him around the 27,000-mile course, but also win the race.

Byrne, a former editor for the *Los Angeles Times Syndicate*, estimates the project will cost over a million dollars. Half of that will go for the boat, a state-of-the-art craft built to the upper length limit for the race. Waterline length was an important factor in the 1982-83 race won by France's Philippe Jeantot in the maximum length cutter *Credit Agricole*. Byrne has incorporated many other lessons from that race into his current program.

Finding a corporate sponsor is essential to such an undertaking, and Byrne has put out an impressive brochure to help in those efforts. He is offering a proven product and

feels the return on investment would be great for whoever decides to throw in with him. Byrne estimates that press coverage from the last race reached over 70 million readers, as well as national television and radio audiences. If those kinds of numbers interest you, you can find out more about his campaign by writing The Sailing Experience, P.O. Box 1725, Santa Monica, California 90406 or by calling (213) 395-6433.

Closer to home, Alameda's Linda Webber-Rettie, the only woman to compete in the 1981 singlehanded race from San Francisco to Japan, also wants to make the 1986-87 BOC Challenge. She has been sanctioned by the People to People Sports Committee, a quasi-governmental agency which has helped with America's Cup and SORC entries. Funds routed through this organization are tax deductible to the contributor.

Linda hopes to have another Alamedan, designer Tom Wylie, draw her up a boat. The tab for that plan, including all the other expenses necessary, would top half a million dollars. Her other options are to have someone donate a boat to People to People for a

tax write-off or buy one with funds she raises. Even though the entry deadline is 18 months off, Linda knows she has to act quickly to make a go of it. She tentatively plans her first fundraiser for November. If you're interested in helping out, call her at (415) 521-7172

Then again, if you kind of like the notion of spending eight months at sea alone and racing around the globe while you're at it, you can get a copy of the race rules and regulations by sending \$5 to the Race Committee, The BOC Challenge 1986-87, Goat Island Marina, Goat Island, Newport, Rhode Island 02840.

RACE NOTES

Novato's John Kostecki topped 30 other Cal 20 sailors to win the national championships on July 19-21. The 20-year old Kostecki took the title with five bullets to easily outrun San Francisco's Mike Schaumburg. Kostecki also won the Junior championships in the class, but proved beatable in one of the three races when Richmond YC's Seadon Wijzen captured the gun.

Cal 20 Results: 1) John Kostecki, Novato; 2) Orange Crate, Mike Schaumburg, San Francisco; 3) Loafer, Kevin Friel, San Carlos; 4) Ginger 3, Bill Johnson, Long Beach; 5) Tappo Piccolo, David Bacci, San Rafael.

The Holland 67 *Charley* took first-to-finish honors in the 1984 Victoria to Maui race which started June 30th off Victoria Harbor, British Columbia. Sailing under charter, the big blue sloop took 12 days and seven hours to complete the 2,300-mile course, which was over two days longer than *Merlin*'s record run in 1978. Corrected time honors went to *Chimera*, a Peterson 42 out of Seattle. Not placing well but well positioned at the finish were the crew of *Emily Carr*, a Santa Cruz 50 sailing for the Vancouver Rowing Club. The all-woman crew, headed

THE RACING SHEET

TAHOE SAIL WEEK RESULTS

Independence Regatta — July 30-July 1

Olson 30 — 1) Catch 22, John Clark/Howard Chesley, Marina del Rey; 2) Pipe Dream, John Shaton, Scotts Valley; 3) College, Van Collie/Klein, San Francisco. Division A — 1) Fast Forward, Capri 30, Lee Pryor; 2) Bella Donna, Olsen 8.23; Dan Woolery, Richmond; 3) UXB, Express 27, Bill Patry, Tiburon. Division B — 1) Dos Equis, Merit 25, Rick Lowery, San Anselmo; 2) Fine Line, Moore 24, Peter Brown, Tahoe City; 3) Quiet Thing, Moore 24, Jay Crosby Schwartz, Reno. Division C — 1) Snake Wake, Islander Bahama 30; 2) Contagious, Santana 525; 3) Tahoe Fox, Catalina 27, Placid Fuchslin, South Lake Tahoe. Division D — 1) Nembrotha, Santana 20, Jim Miller, South Lake Tahoe; 2) Glass Cutter, Santana 20, Bill Glass, South Lake Tahoe; 3) Second Chance, Santana 20, Jack Hammaker, South Lake Tahoe.

Sail Week Regatta — July 3 & 5

Division A — 1) USA, Soverel 33, Bruce Seymour/Chris Corlett, Lake Tahoe; 2) Nemo, Express 27, Bill McMurray, Santa Cruz; 3) Tahoe Screamer, J/29, Jim Gregory, Tahoe City. Division B — 1) Orion, J/24, Wally Bruce, Tahoe City; 2) Wild Canary, J/24; 3) Salsa, J/24, Darrel Louis, Santa Cruz. Division C & D — 1) Contagious, Santana 525, Pat Mitchell, South Lake Tahoe; 2) Inedible, Holder 20, Gary Ebright; 3) Viking, Santana 525, Bob Desmond, San Leandro.

Firecracker Race — July 4

Division A — 1) USA, Soverel 33, Bruce Seymour/Chris Corlett, Lake Tahoe; 2) Fast Forward, Capri 30, Lee Pryor, Redding; 3) UXB, Express 27, Bill Patry, Tiburon. Division B — 1) Orion, J/24; 2) Speedwagon, Moore 24, Al Kenstler, Whiskeytown; 3) Wild Canary, J/24, Allen Sullivan. Division C — 1) Contagious, Santana 525, Pat Mitchell, South Lake Tahoe; 2) Blueberry Muffin, Santana 525, Karen Mason, Incline Village; 3) Snake Wake, Bahama 30, Van Yates, Reno. Division D — 1) Glass Cutter, Santana 20, Bill Glass, South Lake Tahoe; 2) Santana 20, Phillip Young, South Lake Tahoe; 3) Jane Doe, Montgomery 17, Jim Courtois.

Intergalactic Beer Can Championships — July 4

1) Adieu, Olson 30, Joe Rosa/Morgan Larson, South Lake Tahoe; 2) Nemo, Express 27, Bill McMurray, Santa Cruz; 3) Dr. Detroit, Olson 30, Jeff Jones, Santa Barbara.

Women's Championships — July 6

All Women Crew — 1) Fubar, Olson 30, Viola Nungary, South Lake Tahoe; 2) Spoiled Rotten, Olson 30, Candy Garnet, Tahoe City; 3) Insatiable, Olson 30, Janice Dorland, Tiburon. Mixed Crew — 1) Navstar, Olson 30, Jennifer Dunbar, San Francisco; 2) Dirty Thirty, Olson 30, Debbie Gross, Santa Cruz; 3) Mr. MacGregor, Wylie Wabbit, Melinda Groen, Piedmont.

Trans Tahoe — July 7

PHRF 0-150 — 1) Wide Load, Santana 35, Sam Bonovich; 2) Red Stripe, Sonoma 30, Robert Wohleb; 3) Hobie Juan, Hobie 33, John Clauss; 4) USA, Soverel 33, Bruce Seymour. PHRF 151-170 — 1) Olson 25, Michael Olauss; 2) Wavelength 24, Craig Bell; 3) Great Length, Wavelength 24, Tom Tyler; 4) Dos Equis, Merit 25, Rick Lowery. PHRF 171-200 — 1) JJ22, Michael Coits; 2) Leta B, Catalina 30, J. Lucas; 3) Santana 525, Eugene Novak; 4) Santana 525, Desmond. PHRF 201+ — 1) Second Chance, Santana 20, Jack Hammaker; 2) Mar-V-Les, Venture 21, Les Bartlett; 3) Aire, Ranger 23, Steve Hutchinson; 4) Moonshadow, Ranger 23, Gary Cox. Cruising Division — 1) Sting, CS 36, Drew Lance; 2) Outrageous, Santa Cruz 27, Frank Roberts; 3) K-Sue-Too, Santana 23, Larry Danto; 4) Infinity, Islander 23, P.J. De Angeli. Olson 30 — 1) Ted Smith; 2) Tom and Jack Lyons; 3) Jeff Jones; 4) Tom Trabert. Express 27 — 1) Richard Hodges; 2) Bill McMurray; 3) Mik Beattie; 4) Robert Klein. Wylie Wabbits — 1) Kim Desenberg; 2) Dana Bancroft; 3) Glenn Gibb; 4) B. Muhr. Moore 24 — H.J. Crosby Swartz; 2) Joe Verutti; 3) Bob Herman. J/24 — 1) John Niesley; 2) Clark Jenkins; 3) Harry Miltenberger; 4) Gene DeBardeleben. Merit 25 — 1) Bob Haldeman; 2) Boone Heilman; 3) Bryce Griffin. Overall: Wide Load, Red Stripe, Wylie Wabbit.

crushed by not going to Hawaii, and now looks forward to trying to win his second Big Boat Series in a row. Last year his Peterson 41 Salute dominated the Richard Rheem division.

The first of what promises to be many American 12 Meters vying to win back the America's Cup goes in the water on August 4th in Newport, Rhode Island. The extensively renovated *Courageous II*, which won the match race twice in the 1970's, has been updated with a special "Vortex Wing" keel. This underwater appendage was designed by the *Courageous II* syndicate chairman Leonard Greene, an aerospace engineer. Spar builder Tim Stearn has been named as

skipper of the yacht.

After sailing off the New England coast this summer, *Courageous II* will head south for Grenada to set up training camp. This locale was chosen for the similarities in conditions with the waters off Perth, Australia, site of the next America's Cup match in 1987. It will also serve as a vehicle for rebuilding the Grenadian economy, a project with which chairman Greene is deeply involved.

After four months, the San Francisco Cup has finally been resolved in favor of Monroe Wingate's *Scarlett O'Hara*, which lost the deciding race of the series to Chuck Winton's *Chimo* on March 25 due to a clerical error in handicapping.

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Topsides, Yamahas are laid out so that one or two people can sail the boat easily. Cockpit seats are contoured to fit you comfortably even when heeling. And lifelines, bilge pumps, and other safety features are standard equipment. With boats ranging from 26 to 37 feet, Yamaha makes a boat that fits both your style of sailing and your budget.

Yamaha Boats Fool You

A boat with an interior this spacious and luxurious should be sluggish and slow. Not Yamaha. Maybe it's because the Japanese are as competitive sailing as they are in business. They like to win. So Yamaha builds boats that are quick, responsive, and have competitive ratings. For instance, the Yamaha 26 is a descendant of a Quarter Ton World Champion. A Yamaha 41 won the '82 Clipper Cup. And a Yamaha 33 won the China Sea Race. Yamahas are fast. They are competitive. And even if you're not racing, it's more fun to pass other boats, rather than have them pass you. Yamahas have a unique combination of superior boatspeed and luxurious accommodations that *Yachting Magazine* hailed as "ingenious".

Maybe that's why, in Japan, six out of every ten boats sold are Yamahas.

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Suddenly, The Choice is Clear

Yamaha has what you would expect in a quality import. Japanese quality of design, construction, engineering, comfort, and performance. What about price? Well, if you build 16,600 boats a year, you can get materials—like resin, fiberglass cloth, and hardware—for a lot less than the other guys have to pay. These savings to Yamaha mean savings to you. And like most imports, Yamahas hold their resale value more than domestic boats.

Now You Know

Performance. Comfort. Value. Isn't that what you really want in a boat? More than 400,000 people around the world said yes. They want a comfortable boat that sails well. For a reasonable price. Built well to give years of trouble-free sailing. They chose Yamaha. Shouldn't you be next?



Yamaha 26 reaching near Arai, Japan, site of one of Yamaha's seven sailboat research, development, & construction facilities.

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23 Ranger	13,600	34 Cal	44,000
24 Emerson	2,950	34 Peterson	69,500
24 Farr w/trailer	14,500	35 Ericson	69,500
24 J-24	14,500	35 Santana	66,800
25 Cal 25-2	25,000	35 Pearson	44,000
25 Coronado	9,850	36 Islander, from	58,800
25 Yamaha	21,000	38 C & C	89,500
25 Catalina, from	15,850	39 Cal	77,000
26 Cheoy Lee	19,500	40 Takai One-Ton	175,000
26 Columbia	12,500	41 Yamaha Custom	Inquire
27 Catalina, from	14,500	41 Morgan O.I.	98,500
29 Cal 2-29	29,750	42 Westsail	138,000
29 Seafarer	15,000	43 Westsail	148,000
30 Catalina	36,000	44 Swan	180,000
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CHANGES

With reports this month from **Simoon** and **Will's Wind** in Papeete; **Delia** at the Tallship's Parade; **Pericus** and **Mr. Mexico** cruising the Great Lakes; **Belo Horizonte** on cruising the Bahamas; **Baba Wawa** in Puntarenas; **Ayorama** in Hilo; and **Malaga** reporting on the loss of **Firehorse II** at Bahia La Ventana.

Little Big Boat

Wind's Will — Dunlap 9

Bill Dunlap

(Mechanicsville, Maine)

We first saw *Wind's Will* in Taiohae Bay, Nuka Hiva. When we saw it again in Papeete and heard that this tiny craft had sailed all the way from Maine, we were really intrigued. This time we managed to find the owner and invite him aboard *Simoon* to find out more.

Among other things, Bill Dunlap of Mechanicsville, Maine, owned a construction company and hauled freight with his own diesel truck before he decided to sail around

in between Nuka Hiva and Papeete) last July 31, and set out from Maine bound for Boston. From there he sailed to Newport, Rhode Island, Norfolk, and then down the Inland Waterway to Miami. From there, he took the windward passage between Cuba and Haiti to Jamaica, Panama and points west. (He went through the Panama Canal with no lines and no advisor for a cost of \$1.38.)

Wind's Will took 29 days to complete the passage from Panama to the Galapagos; 67 days to the Marquesas and 20 days to Papeete. He intends to sail all the way around the world via South Africa.

As mentioned, Bill's boat is 9-ft long. It has a 5½-ft beam and draws 40-inches. Three hundred pounds of lead provide the ballast. Bill carries two 38-square foot jibs, a 40-square foot gaff main, a 45-square foot marconi main (all 6½-ounce cloth), and a 1.5-ounce, 64-square-foot spinnaker. Bill says the 2,500-lb boat goes to weather well and can sail away from any reef, but being so low in to the water, he can only see about 200 feet.

Equipment aboard includes enough jugs to carry 70 gallons of fuel or water, a VHF (which does not presently work), a short-wave receiver, a plastic English sextant, a 2-lb anchor, 50 feet rode and, up till recently, a Mariner outboard. This engine gave up the ghost after being dunked about 200 times and Bill is now in Papeete awaiting an engine being donated to his endeavour by Suzuki of Tahiti. It's an 8-horse long shaft with a generator. Also aboard are a variety of canned goods, which Bill "cooks" by sitting them on deck in a plastic bag in the morning. By noon, he says, the food is hot enough to eat.

The boat also has a windvane, but Bill says it only works in smooth water. On long passages, he hand steers about 16 hours a day and hoves to the rest.

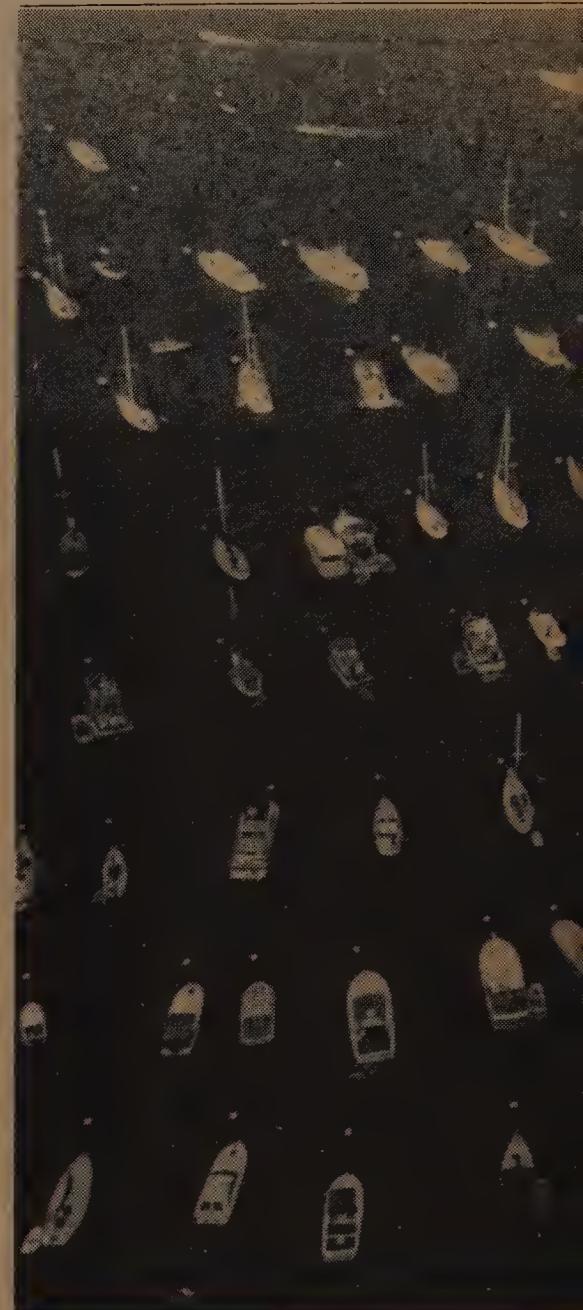
Bill derives his primary income from lecturing to groups. His fee per engagement runs from \$500 to \$1,500, and he does



Bob Jensen stands beside little 'Wind's Will'.

the world in a 9-ft boat.

He said goodbye to his wife and daughter (who, incidentally, made him a grandfather



from 8 to 10 boat shows a year. He'll certainly have a fascinating story to tell when he completes *Wind's Will's* current voyage.

So far, the worst experience he had occurred after he requested assistance from a large container ship. When he came alongside, he realized that he could not get away. At the mercy of the swells, he slid up one side, momentarily caught his rigging in the ship's anchor, then slid around and down the other side. Luckily, the ship was stopped, for he exited the encounter by sliding right through the exposed blades of the propeller!

— bob jensen (6/7/84)

Delia — Robb 36

Craig Willis & Vicki
Tallships & Catalina
(Ventura)

Vicky and I shoved off again, this time aboard my beloved *Delia*, a 36-ft 20-year old Cheoy Lee Robb, for Catalina and then on



LATITUDE 38/RICHARD

Summer at Avalon, Catalina.

to "Tallships 84".

The trip to Catalina was uneventful, other than being shooed five miles further to seaward by the Navy at Pt. Mugu. It seems they were up to their missile testing tricks again.

We picked up a mooring in Cat harbor for a couple of days, and really enjoyed it. We had CorDelia, our lapstrake dinghy, with us for gunkholing by sail. It's a sweet sailing dinghy, and as Cat harbor usually has a good breeze, we had no end of enjoyment with it.

From Cat Harbor it was on to Avalon, with mighty mate trolling along the way. She landed a couple of really large mackerel, but not the albacore we had hoped for. No matter, Vicky's enthusiasm doesn't wane as long as it has fins!

Arriving off Avalon at 0930 we were directed to mooring #88 by a very cordial

harbor patrolman directing traffic — which was considerable!

Our mooring was just to port of the harbormaster's office on the pier in the middle of the harbor.

The crowds were impressive! The ferries from mainland pour the people ashore in what seems a never-ending stream! The outer area, Descanso Bay, was full, with many large craft anchored out further.

A real carnival atmosphere prevails over this whole scene, with glass bottom boats going and coming, surrey-top little cars ashore, and endless souvenir shops, and people — tons of people! Vicky calls it Disneyland without tracks!

The water was cool, but clear and beautiful, we went snorkeling by dinghy out around Descanso Bay. We didn't sail around in the inner harbor — there was too much traffic and too many wind shadows. So the old oars and Seagull came into play.

Taking our evening sunshowers on the foredeck — even with suits on — seemed to

really amuse the folks on the pier.

Departing Avalon on the 3rd we had a great sail to Angel's Gate on the San Pedro breakwater: with 15 to 18 knots of wind on her beam and the 150 pulling nicely, Delia picked up her skirts and flew!

July 4th dawned bright and clear. We were up early and after a good breakfast dressed ship. Flags and banners throughout! We even had 8x12 American flags flying from every stanchions.

As you would expect, the parade was running behind time, but we weren't concerned, as the day was beautiful and the wind good. Our first glance of the approaching armada was amazing! Multi-colored sky-writers, blimps and helicopters filled the sky. The horizon was one solid mass of ships under power and sail. Three large cruise ships were furthest out from shore, on a parallel course to the tallships and the thousands — literally — of small escort vessels of every type, although most were sailboats. It rapidly took on the appearance of the invasion of Normandy!

We sailed into the mass right behind the new ship *Californian*, a beautiful vessel we will all be seeing more of in the months ahead. When we were into the thick of things, the headsail came down and we proceeded on main and motor. My hands were full at the helm, as several boats came about from time to time and tried to go against the flow. There were no collisions to my knowledge, but not because some people didn't try!

I think for mighty mate and myself, a couple of shirts along the order of "I survived Tallships 84" would not be too far out of line!

Vicky later spoke with the harbormaster at Marina del Rey, who told her 3,000 vessels left Del Rey. No big deal, except they all left within a two-hour period. He was impressed!

The whole trip was good, and "Tallships 84" was certainly the high point for us.

— vicky and craig (7/8/84)

CHANGES

Pericus – Offshore 47 John Williamson ("Mr. Mexico") The Great Lakes (Coyote Point)

Sorry that we missed corresponding with you last month but you will learn later in this report the reason for our lack of communication.

I have enclosed a copy of the Michigan harbors guide and have marked which harbors were honored by the presence of Pericus and where in each harbor we had the privilege of tying up. The guide will give you a good recap on our journey from Chicago to Mackinac Island. Nothing eventful to report other than smooth seas, good sailing (a trifle chilly) and a 10½-knot average for 30 miles from Beaver Island to Mackinac. This appears to be incredible in view of our past races to Mexico. However, when you get 30 knots of wind and one-foot seas it is more understandable. Inspite of the fact that all we had up was a 6½ ounce 150 and a mizzen.

Mackinac Island was enchanting and a village out of another era. No automobiles are allowed anywhere on the island, and the only transportation is by bicycle or some 400 horses which are on the island only during the summer. There are loads of pretty young women during the summer but unfortunately they entered this world three decades too late for me.

We have not sent any pictures since the photographer-electronics man and paid hand left me stranded in Mackinac with 24-hours notice. Let it be a lesson to all 22-year old aspiring long-distance cruisers that you do not leave home for the sea if you are in love and have a 20-year old girlfriend who wears the pants.

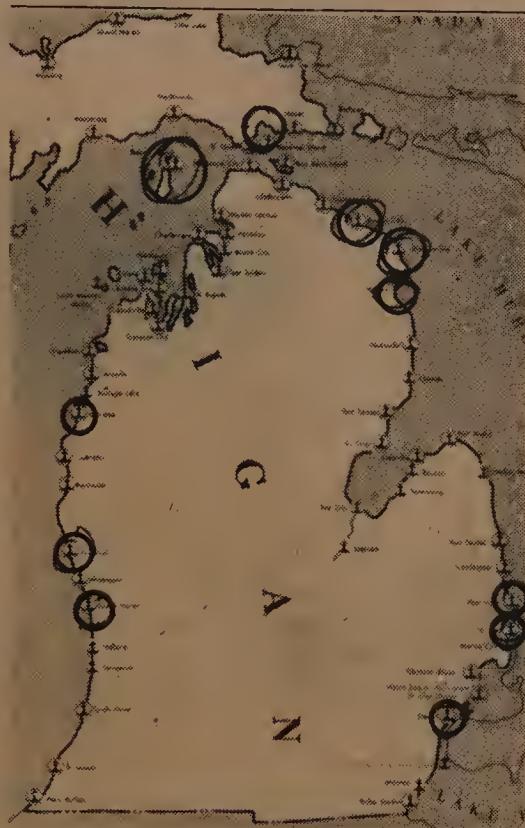
So, Mr. Mexico now finds himself stranded in Mackinac Island with no crew. After consulting my good friend Mr. Gordon and his companion Mr. Tonic, I then decided to open an employment agency in Mackinac Island for the next leg of the journey. After spreading the word in numerous bars and



A slimmer, more youthful looking Mr. Mexico.

LATITUDE 38/RICHARD
had neglected to inform us that the harbor had not been dredged since 1977. A retired engineer from Ford Motor Co. was kind enough to pull us off the shoal and tow us to a rather decrepit dock. He was kind enough to drive us to a filling station for some diesel fuel and we solved the transmission problem by finding the nut and the bolt that connects the linkage to the transmission in the bilge.

Next day after a rather restless night we proceeded to Alpina, Michigan — a very wet trip with wind on the nose, a difficult harbor to enter, but the wind blew us sideways to a very smooth landing at the gas dock and we stayed in this delightful little town for two days doing maintenance and seamanship drills. We left Alpina and had a wonderful trip to Port Huron, Michigan, where we tied up across from Port Huron YC which is the starting point for the Port Huron to Mackinac race. One of the crew being overly zealous to protect the topsides of his captain's ship, left a beautiful Seiko watch at the bottom of the Port Huron River. Leaving Port Huron the next day we headed for the famous Grosse Point YC in Grosse Point, Michigan. A stately yacht club with delightful facilities and a clubhouse that looks like an old church with a spire. Upon entering their harbor and going under the drawbridge the harbormaster rudely informed us that no space was available for visiting yachts. We have all been in enough yacht clubs to know that at 6 p.m. in the evening if there are 25 or more vacant slips in the harbor that 25 sailors are not out on their boats at 6 p.m. in the evening. As a result of this rude treatment I have informed all the yacht clubs of which I am a member, including Lahaina, that we should no longer extend reciprocal privileges to the Grosse Point YC. Since Pericus was not welcomed at Grosse Point, we sailed on down to the Bayview YC on the Detroit River in Detroit. A lovely club with excellent food, extensive facilities, and a bartender who has been in residence for 18 years. Jerome's memory was so outstanding that he even remembered San Francisco's own Jim Douglas who



'Pericus' travels around the State of Michigan.

was a member of this club some 16 years ago. At the Bayview YC bar we severed the employment of our lone female crewmember since it became quite obvious that her food consumption was greater than the four males onboard combined and she could not understand the purpose of a cutting board, choosing to use my new formica icebox cover as a substitute in spite of numerous outbursts of consternation by the captain. After numerous gins the parting was peaceful and the spirit of comradery still existed as she departed for Chicago on the bus the next morning, leaving behind numerous articles of personal clothing.

At 11 a.m. we departed with one less crew member for Put-in-Bay Island which is off the coast of San Dusky, Ohio. The trip down the Detroit River was similar to coming back from the Delta with a 5½-knot ebb tide behind us. The populace of the shore which sought response from *Pericus* appeared for the most part unemployed. I must point out to any future cruiser who decides to go down the Detroit River that in all my years of sailing I have never encountered such a general lack of boater courtesy anywhere. On numerous occasions we were besieged by powerboaters on either side of us at a distance of 15 feet or less going full boar to some unknown destination presumably a bar where they were seeking a refill.

I was surprised of the size of Lake Sinclair as most people are aware of the fact that it is the smallest of the Great Lakes but it is hard to comprehend that the Lake is only 17 miles across.

The trip was uneventful to Put-in-Bay and this summer spot in the middle of the Lake Erie is similar to Mackinac Island in population, eating facilities, loud music, bars, visiting yachtsmen, but automobiles are permitted on the island. We stayed at the gas dock one night and spent the next evening on a mooring a quarter of a mile from town. It was a long swim for two drunken crewmen who failed to heed the advice of their captain that rides to the ship would be hard to come

by in the wee hours of the morning. We left Put-in-Bay at 6 in the morning for Port Colbourn, Ontario, the entrance to the Welland Canal, with two crewmembers unable to perform their duties due to the payday fever that struck them the previous evening. This leg of the journey was 161 miles and for the most part we experienced dead calm and repeated bombardments of lake flies that appear out of nowhere periodically, ranging in size from mosquitos to horseflies (oh wouldn't my turtle have loved to have been onboard). 48 miles from the entrance to the Welland Canal we came upon a Lake Erie gale with winds of 40 knots with a lake depth of 32 feet, causing heavy seas and somehow bringing with it a fog with 1/4-mile visibility. We missed the outer light at Port Colbourn, but found the inner light on the breakwater and tied up Sunday morning, uneventfully, to await clearance to proceed through the Welland Canal. Pictures of our trip through the Welland Canal will be forthcoming when we are in port long enough to have them developed. Our next correspondence will bring you up to date on our trip through Lake Ontario and the St. Lawrence River.

Added comments: I forgot to mention the Grand Hotel in Mackinac Island, which is out of the 19th century past. It ranks with the Greenbrier, Homestead, Del Coronado in its magic aura.

Your publication has been enthusiastically received wherever we have shown it

throughout our trip. The only critical comment which has been unanimous is that the picture of Mr. Mexico makes him look a great deal heavier and somewhat older than he appears to be in person.

This report has been dictated to new corresponding secretary Ms. Jill Jordan while we are sailing through the Bay of Quinte.

To those yachtsmen desiring berthing facilities at the Chicago YC, I would like to furnish the following fee schedule for their consumption. Wednesday through Thursday \$23, Thursday to Friday \$35, Friday to Saturday (weekend) \$70, Saturday to Sunday (weekend) \$70, Sunday to Monday (holiday) \$140. Burnham Park just down the shoreline and a City of Chicago Marina is \$15 per night.

— *jill jordan for mr. mexico*

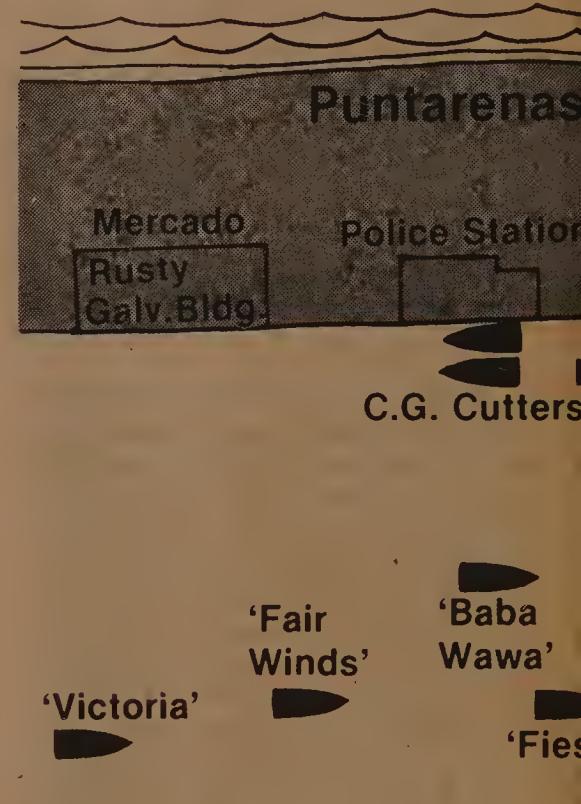
Belo Horizonte — Morgan 38 Richard and Sandy Abbott Caribbean Cruise (Alameda & Fort Myers)

On February 25, 1979, my wife Sandy and I sailed from Ballena Bay, Alameda, on our new Morgan 38 *Belo Horizonte*. We continued down the west coast of Mexico and Central America to Panama, transited the Canal and cruised up the western Caribbean to Ft. Myers, Florida. After a six-month rest ashore, we and our boat were ready to go again.

This time we headed for the Virgin Islands by way of the Bahamas, Haiti, Dominican Republic and Puerto Rico. We stayed in St. Croix for three months and then sailed on south as far as Antigua. On July 1, 1981, we arrived back in Florida at St. Augustine and remained there until the following spring when we went up the east coast to the Chesapeake. After two years in the Chesapeake we are now back in Ft. Myers and trying to make up our minds where to go next.

When we lived in Alameda we were regular readers of *Latitude 38* and never missed a copy. Whenever we fly to California we

CHANGES



return with current copies and my son in Tiburon keeps us supplied in between trips.

With this I am attaching my first effort in trying to write a cruising story. P.S. If anyone asks you you may tell them it is never too late to do what you want to do. I am 72-years old.

In November of 1980 we sailed from Fort Myers, Florida, to Nassau in the Bahamas. Shortly before our departure Bill and Patty Kamerer had been found murdered, along with their drifting boat, near Staniel Cay in the Exumas. The incident was widely publicized and was very real to us because Bill had been yard manager at Olsen's Boat Yard in Fort Myers Beach when our boat was there. As a result of this incident and others which occurred at that time we did not have a good feeling about sailing through the Bahamas on our way to the eastern Caribbean.

Because of our six-foot draft our route to Nassau was via Great Isaac and Great Stirrup lights. From Nassau we went down the Exuma chain to Georgetown, around the north end of Long Island to Clarence Town and from there to Great Inagua. During this passage we heard radio reports of sailing vessels being fired on by power boats and warnings, by radio, to keep away from certain areas.

Arriving at Cape Haitien from Great Inagua we heaved a sigh of relief. We had escaped the Bahamas with our lives and our boat. We considered the Bahamas a necessary evil to be endured if one was to sail from Florida to the Virgins and beyond. It irritated us to be charged 25 cents a gallon for water and \$5 for a piece of ice the size of a small dishpan at several Bahamian ports.

When we were preparing for our trip we read a book which explained that the temperament and disposition of the Bahama natives could be completely different between two islands which were only a few miles apart. Our experience, on the contrary, indicated they were all pretty much the same. Our impression was, in every case, they

were going to get everything they could out of us and in exchange provide the minimum.

After many happy months of beautiful cruising in the Virgins, Leewards and Windwards we began planning our return trip to Florida. Based on past experience we decided to make as few stops as possible between Puerto Rico and Florida. At Isleta Marina, off the East coast of Puerto Rico, we loaded stores, water and fuel and completed all necessary repairs. Our next stop was to be San Salvador where Columbus first landed. With normal winds our estimated arrival was early on the fifth day.

For the first three days we had 15 to 18 knots of wind which enabled us to reach along at a good clip. About 0200 of the fourth night the wind dropped to 10 to 12 knots so we took out the reef in the main, took down the 110 and hoisted the 150. Soon afterwards we picked up the light on San Salvador. Within an hour later we were obliged to start the engine because the wind had died. Within a few minutes the red "Idiot" light came on indicating the engine was overheating. Without the engine it took almost till noon the next day to drift and sail to the lee side of the Island where the anchorage and town were located.

After the immaculately dressed and friendly customs and immigration boarding party had gone ashore, I started to try to determine the cause of the engine heating. Inspection of the water pump revealed that the impeller that originally had nine blades was now down to four. Following a long search for the spare which I had purchased from a Yanmar distributor three years before in California, it turned out to be the wrong size. Fortunately I was able to borrow a 12 volt water pump from another boat which, with some extra hose, I hung on the front of the engine between the salt water intake and the head exchanger. When wired to the battery this Rube Goldberg arrangement worked as long as the engine speed was below 1200 RPM.

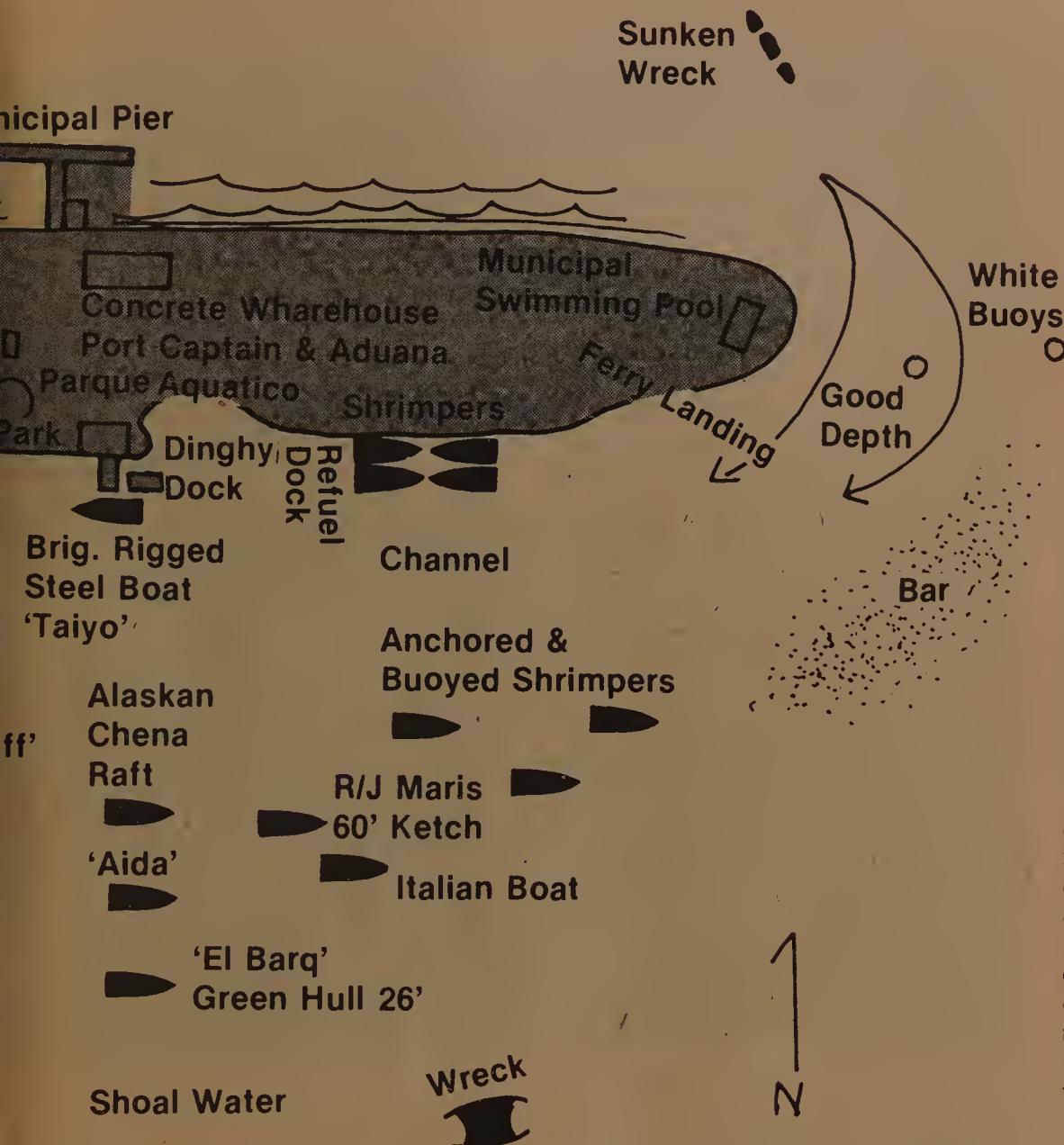
When I went ashore at San Salvador to

get fuel I was pleasantly surprised to find that the people were completely different than the Bahamians I had encountered during my trip down. They were friendly and cheerful, and went out of their way to help in any way they could. While walking down the road almost every vehicle that came along would offer me a ride.

The diesel was sold by a man who also ran a bar. When I found him he was busy serving drinks to his customers. He told his customers he would be back in a few minutes and took me and my five-gallon containers in his car to the diesel pumps. He then filled the containers, drove me to the dock where I had left my dinghy, and helped me load the containers into my dinghy.

After stops at Cat Island, Little San Salvador and Cape Eleuthera I arrived at Governor's Harbour, Eleuthera. There were telephone connections here to Nassau and a daily plane service landing at an airport located between Cape Eleuthera and Governor's Harbour. I felt sure the impeller I needed would be obtainable in Nassau.

The morning after my arrival I went to the



'Baba Wawa's guide to Puntarenas.

telephone office where I was supplied with a Nassau phone book and made a list of the phone numbers of all the diesel parts places listed. After I had called several numbers one of the operators disconnected herself from the board and came out to the desk where I was placing my calls. She wanted to know what I was trying to find in Nassau. I told her I needed an impeller for the water pump on my boat. "For a diesel engine part," she replied, "I will place a call for you to Foster Rolle. He is a Governor's Harbour boy and he will take care of you."

Foster Rolle worked for Diesel Sales and Repairs in Nassau and if there was an impeller in Nassau that would fit my pump he was going to find it for me. We talked back and forth several times, and during the conversations he told me that his father ran an auto parts store in Governor's Harbour. Foster made good his promise calling me back at the telephone office with the specifications of an impeller that would fit. The next problem

was to get the part to the airport in Nassau. Foster solved this problem also. "If you can wait until Saturday," he said, "I will take it to the airport myself, since I do not have to work on Saturday afternoon." Since it was Thursday and I was beginning to like Governor's Harbour and the people who lived there, I told him Saturday would be fine, but how would I get delivery from the airport to Governor's Harbour? "Well," he said, "my sister knows the manager of the airline office and she will have him bring it in from the airport."

I decided it was time for me to call on Foster Rolle's sister to express my appreciation for the help she and her brother were giving me and to make arrangements for picking up the impeller. She told me that the plane was due in at 1330 and she would meet me at the tree on the beach where all important meetings in Governor's Harbor took place, at 1430 Saturday.

Saturday I was sitting on the bench under the tree a half hour early. Rolle's sister came by at exactly 1430. The plane was late so we decided to try again at 1630. At 1600 I was

walking down the street near the tree when a pick up truck drove up to me and stopped. "Are you Richard Abbott?" the driver asked. After my affirmative reply he went on. "I'm glad I found you. I have been stopping by every stranger I saw asking them if they were Richard Abbott. I have a package for you from Nassau." The driver of the truck was Foster's father who owned the auto parts store.

Foster's father quickly produced the package containing the part along with an invoice for \$11. "This invoice," I said, "does not include the air freight. Where do I pay for the air freight?"

"There is no charge," he replied. "I receive a shipment from Nassau almost every day, so Foster just put your package in with my things."

I could not persuade him to take any more than the \$11.

My impression of the Bahamas has changed. The government of the islands has succeeded, to some extent, in controlling the narcotics smuggling, or at least in keeping it under cover. The many stories of yachtsmen being confronted by smugglers are heard less frequently. The natives, for many generations, have been obliged to live by their wits. Not too long ago they were ship wreckers and during the Civil War they became involved in smuggling arms to the Confederate states. Prohibition opened up great opportunities for running liquor. They shouldn't be blamed for charging for scarce commodities such as ice and water or for being adversely affected from contact with mobs of tourists from our country. But if you really want to see a bunch of pleasant, happy and accommodating people visit the "Out Islands".

— richard abbott

Baba Wawa — Peterson 44
Chuck Wolf

Puntarenas, Costa Rica
(Portland, Oregon)

Following the departures of Guido and Mariah, we left Acapulco during the final

CHANGES

gasps of April. Radio reports from Mariah told of ideal wind going south, so in company with *Bug Off*, we cast off and proceeded directly for Huatalco, bypassing Puertos Escondido and Angel. As reported, conditions were ideal and a one-night trip put us off the Huatalco entrance before noon the next day.

Bug Off preceded us in and we rafted on him. The anchor was barely down when the local policeman — who calls himself the port captain — hoisted himself aboard uninvited, neatly missing the towel laid down for him to step on and grinding sand into the wood deck with his street shoes.

We learned that he will come aboard any boat without permission. If he goes below, he will ask for cassettes if you have them, and for as much money as he feels he can get you to pay. (We balked at 250 Pesos per boat.) If you go ashore, he will meet you in one of the restaurants and do business at a table. He may or may not ask you to buy his lunch.

Because of the above, we did not stay the night, but prepared for heavy weather and left at approximately 2 p.m. for a straight shot to Puerto Madero. Despite having prepared for the worst, we found no wind, not even a breeze, and motored to Puerto Madero in less sea than we would have found on Walden's Pond.

After our pleasant months in Mexico, what a disappointment it was to bid it good-bye in Puerto Madero. The people were generally not very friendly, but it could have been worse. The Navy, at least, treated us very kindly, allowing us to refill water jugs aboard their cutter, and the port captain was relatively efficient in granting us our departure *zarpe*. The departure fee was 500 pesos.

Fuel was another matter. It must be transported to the docks, so the local Pemex manager doubled the price of the fuel at the pump. And, the price is dependent on the amount delivered. It is also very dirty and contains a good percentage of water. (Make sure your siphon line does not descend to

the bottom of the barrel.) Unfortunately, it is the only game in town: The next refueling stop is in Costa Rica.

We proceeded out nearly 200 miles for the crossing in Puntarenas and had nine days of doldrums, squall lines, nightly displays of electrical might and sundry other pleasures. We found the port itself to be a real crossroads for ships going both north and south.

Since our arrival, a Columbia 34, *El Sea* out of Southern California, and a shrimper dragged anchor and were blown ashore during heavy weather. This has caused a change in procedure for entering Puntarenas. It is no longer necessary to stop on the surf side by the municipal pier, and in fact it is dangerous to do so since the afternoons almost always see an onshore wind blowing up a good surf line. Instead proceed on around into the estuary and anchor in a good location allowing plenty of room to swing. Be sure you fly the "Q" and Costa Rican flags or you will hear from the officials.

Things will go much easier if you obtain a Costa Rican visa in the U.S. before you leave. Make sure it will not start until you enter Costa Rica or they will consider it expired prior to arrival. You can get a 30-day visa in Los Angeles or San Francisco and no charge should be made in either place. We have heard that 90-day and 48-month visas are also available, but have no confirmation. If you wait until you arrive in Costa Rica to obtain a visa, it will cost you \$20 U.S. per person.

Once anchored, you will be visited by up to six officials. After hours or on the weekends, they will want up to \$10 U.S. each, even though they may not all do anything or, and in many instances will try to have you comply with conflicting regulations. If it's any consolation, they are courteous and helpful.

Services are available here at reasonable prices and the American-owned Pacific Marine Services will haul and do work at much lower rates than in the U.S. Two

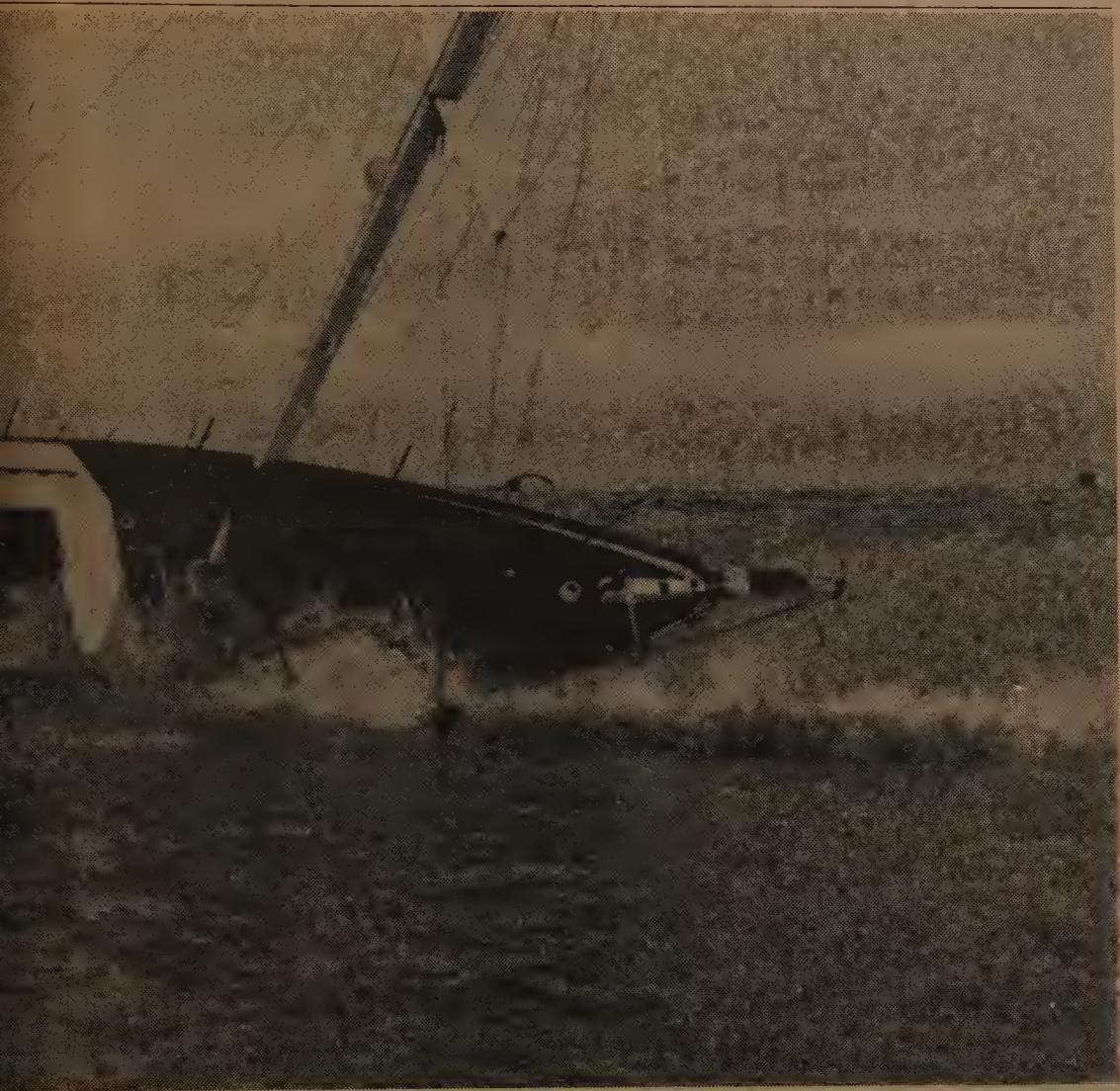


marine stores carry a small array of equipment, but it is expensive due to high custom duty.

Stories of frequent thefts are unfounded, although if your outboard is left unchained it will run away — the same as at home. It will usually run to a local fisherman who will rejoice in his luck in no longer having to paddle for 10 miles.

There are excellent cruising grounds in Costa Rica and we hope to visit a great number of them and pass that word on in the near future. For now, though, we have seen a good bit of the country itself and it is very nice. Bus fares are a great bargain wherever you wish to go. Puntarenas to San Jose, for \$1.53, is a pleasant, two-hour trip through the mountains where you change from full tropics to about 70 degrees this time of year. Though canned goods such as we are used to are expensive, fresh food is plentiful, cheap and good. The Parque Aquatico charges \$1.45 per day on a monthly basis for the use of the dinghy dock, showers and water.

Americans are generally liked here, and though there are the same problems with the bureaucracy as in any country including the U.S., they seem to be genuinely inclined to



LATITUDE 38 RICHARD

'Ayorama' on the beach at Cabo when things looked the worst.

help. Even Costa Ricans in the street will go out of their way to show hospitality. They are a genuinely friendly people.

— chuck wolf (6/24/84)

Ayorama Elizabeth and Grant Hilo, Hawaii (British Columbia)

For all of those folks who were involved in, or otherwise interested in, the Cabo disaster of December 1982, and may have wondered whatever became of *Ayorama* — the most badly damaged of the six yachts that got off the beach — I am happy to report that she sailed from Mexico May 15, 1984, arriving in Hilo, Hawaii, June 11. After a spot of R&R in the islands she'll be sailed back to Canada for a more thorough inspection, repair and renovation.

I won't bore readers with a recital of the frustrations encountered during a year and a half of working in a foreign culture and language trying to just get the boat reasonably safe to sail home. Suffice to say that it turned

out to be harder to take than the trauma of the original grounding; but that's in the past now. I do want to say that the physical, financial, and emotional support so generously given by so many people, really brought home to us what a great fraternity exists in the cruising world.

It is impossible to name them all but our heartfelt thanks to you all, wherever you may now be. I do want to pay a special tribute to Pacific Marine Supply in San Diego. They remained our life line throughout, getting everything from an anchor and chain to *Latitude 38*'s and cotter pins, plus some oddball items that they don't even handle themselves, down to us in jig time. We couldn't have made it without their experience, generosity, and willingness to do everything in their power to help. They're a great bunch.

So it's back to regroup. We're going to miss our bluewater cruising friends out there, but *Ayorama* will be back again. Hope we can find some way to get *Latitude 38* up north and keep in touch in the meantime.

— elizabeth and grant (6/27/84)

Elizabeth and Grant — We don't think we'll ever forget the night in Cabo when the

yachtie liaison with the Mexican government got up and suggested to the gathered survivors that everyone forget the boats and get on with cleaning the debris from the beach. We remember your impassioned speech, Elizabeth, for help in saving *Ayorama*. Frankly we thought it was hopeless. We're glad that you and the guys with Joshua proved us wrong. In the future we'll be slower to doubt and quicker to pitch in at what might initially appear to be lost causes.

The Wreck of the Firehorse II By Carl & Leona Wallace On Malaga in La Paz (La Jolla)

The folks on *Zubenubi* are notorious for almost never monitoring the radio, so on April 29 I was astonished to hear emergency traffic between them and a boat in distress, *Firehorse II*.

The night before *Firehorse II* had crossed over to Baja from the Mexican mainland. Because of cloud cover it had been pitch black, and there were high winds and angry seas. Visibility was limited and they didn't realize they had been set 25 miles to the south.

About 11 p.m. that night Dave on *Firehorse II* thought he was turning into the San Lorenzo Channel. The lights almost looked right — one was missing — but it was easy to surmise that the missing light might just be broken. Believing their DR position, they turned down what they thought was a channel and ended up instead on the beach of Bahia la Ventana.

Even though those aboard the beached boat realized nobody could come to their aid very quickly, they put out a Mayday on the VHF. The psychological lift they got from hearing another human voice and knowing someone knew their predicament was as comforting as anything could be under the circumstances.

Dave made several futile attempts to land

CHANGES

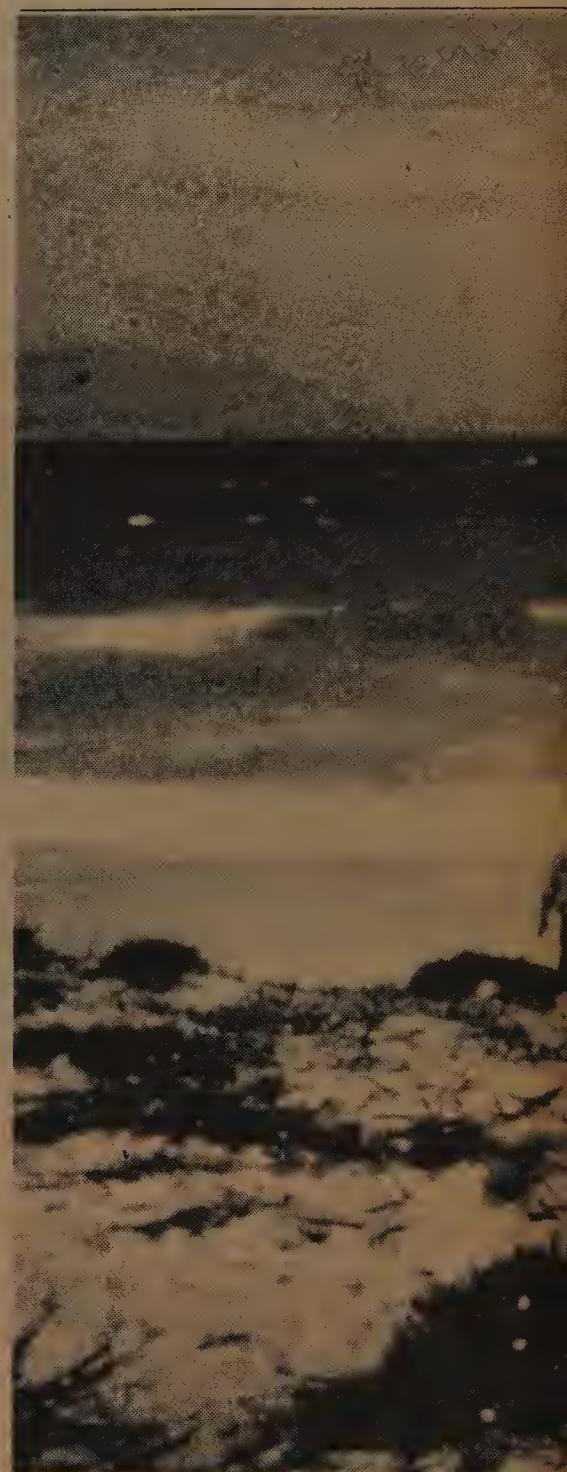
an anchor with the dinghy, but could not get through the surf. Finally, he draped the chain over his shoulders and waded out carrying the anchor. The weight helped him keep on his feet. People later wondered how he ever had the strength to set those two anchors in that fashion; with enough adrenalin flowing one apparently can perform superhuman feats. He keded the boat around so she was bow to the waves.

Meanwhile, Nancy and Karl off *Kontika* in La Paz had collected some long, stout line and were powering out to *Firehorse II*'s position onboard the powerboat *Blue Dolphin*. When they arrived, the owners of that vessel advised *Firehorse* that only one rescue attempt would be made. So anxious were they to get it over with, *Blue Dolphin* began towing before Dave had climbed back on board from positioning the line. The boat had only

glass and salt water were everywhere.

At that point the family, Dave, Sandy, Kathy and Philip Delano and their guest, Lynn, got off *Firehorse II* onto the beach — with some difficulty. Sandy insisted that Dave lie down and cover himself with a sail they had salvaged. He had been awake for 25 hours.

Philip got a ride into La Paz and was able to direct Craig and Sue Jungers on *Kibitka* as they drove their camper out to the site to use as a command post. The plan was to use the Baja net frequency, 7.235 kHz, to communicate with La Paz MM/2 stations to relay requests for materials needed and to give progress reports. Partway out to the site, Craig discovered the camper had been broken into and the mike to his radio stolen. So for the first several hours his communications were all on C.W. (Morse Code). The signals were



COURTESY LEONA WALLACE



'Firehorse II' on the beach and in the process of being holed.

made by the use of his tuning switch.

One of the first things Craig asked for was a mike. *Malaga* decided to just send her back-up radio, a Kenwood TS 120S. The first two days the La Paz contact was Lee Leonhard of *Mar Y Vent*. He would relay the traffic to Barbara Smith on *Zubenubi* or

started to move when the towing line caught on a rock, pulling the boat around with her cabin to the waves — the line then literally exploded! *Blue Dolphin* radioed, "Well, the line broke, so cheerio," and off they went!

Back in La Paz they extracted \$300 from Karl and Nancy for the "effort", when all they had succeeded in doing was to move the stricken vessel right into the surf line. As a result, before long the ports broke, and

Russ on *Maverick*, who relieved her. They in turn, would arrange for the trucks, storage space, food, supplies, or whatever was needed at the site.

There was a great outpouring of help from all the yachties and the people of La Paz. A Mexican shrimper anchored near the site and gave the workers a big bucket of hot, fresh-cooked shrimp with sauce. You can imagine how good that tasted to the people who had been working hard out there in that salt spray and fresh air!

About 4 p.m. on Sunday *Esperanza Viva*, the big powerboat that had been so much help to us the night we almost lost our mast, reached the site. John off *Ariel* and Marc off *Free Bird* tied all the small line they could

COURTESY LEONA WALLACE



Some of the many volunteers rush down to 'Firehorse II' to try and help save the boat. They were unsuccessful.

find together to use in feeding the tow line out. They used sail boards to help swim back and forth getting the line positioned. Unfortunately those lines kept breaking. It would have taken three guys on the board with paddles to have carried the big line through that pounding surf. However the first two tries were unsuccessful and by the time they were ready for the third attempt it was so dark they decided to wait until the next morning.

The next day they radioed into town and bought 600 feet of quarter inch polypropylene. They tied that to the tow line and

that didn't break. As the tow line went out they tied on a life jacket or anything that floated every 50 feet or so. Even then, the line still got hooked under rocks in a few places.

By now the water had calmed down quite a bit, but when Dave discovered the big hole in the side of the hull, he realized the only thing they would accomplish by pulling her off at that point would be to sink her for sure.

The decision was made to abandon her. All the gear and fittings, including the masts, were removed from the boat. Len on *Endless Summer* did a wonderful job of getting the masts off with no heavy equipment of any kind. There was not a scratch on them — even the wind indicator on the top was

not bent.

Chris Schleifer, a local businessman with the VHF handle "Gaviota" furnished the trucks and cars to haul people and goods and masts. He ended up buying the salvage and is in the process of repairing the boat.

The outpouring of care that continued during the entire week of rescue and salvage activities was heartwarming to all cruisers. People gave freely of their labor, supplies, food and time. Anything that was needed seemed to be forthcoming in short order.

John Worth, who has an electrical shop in La Paz, gave the use of the yard and a small building on his property to store the stuff taken off *Firehorse II*. He went over each piece of electronic equipment and made sure it was all working. This is the second time this year he has befriended a yacht in trouble. Some of the things taken off *Wings*, the boat that went aground in Cerralvo Channel in January, are still there. Wistfully, John said, "I hope there are no more shipwrecks for a while. I'm running out of room."

Alberto Morphy at NOA Yachts stored some things on his property also — the masts, bow pulpit, and all the miscellaneous stuff from the last load in front of the beach.

Barbara and Diane off *Zubenubi* spent most of a day at John Worth's, drying all the wet stuff as it came in and putting it neatly in the storage building.

Dave on *Firehorse II* says it's impossible to name all the people who helped, but wanted each to know it was very much appreciated.

Dave Beckman took the La Paz operator position Tuesday. Carl Wallace on *Malaga* did it on May 2nd. By the end of that day, all the gear and the people were back in La Paz, so the radio watch was ended. The insurance adjuster, who turned out to be Howard Munson was here on May 3rd. He stayed several days getting everything ironed out.

Now, a month later, Dave and Sandy Delano off *Firehorse II* are the owners of a 22-ft Winnebago, which they plan to drive to the East Coast to look for *Firehorse III*.

— leona wallace (7/3/84)

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CAL - 20

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Golden Hind 31. Atlantic/Pacific vet has just returned from 20,000-mile So. Pacific/New Zealand cruise — and ready to go agian. She is a safe, strong passage maker and comes fully equipped i.e. diesel, windvane, liferaft, Avon, autopilot, EPIRB, etc., etc. Two pages of cruising equipment. Recent survey. Bristol condition! Must sell quick! Giving her away at \$32,000 or trade for cash and car(s). Located at Morro Bay, California. (805) 995-3564

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Winged-mast, Hoyt gun mount spinnaker, 7.5 Honda O/B, Data-marine depth/knot, VHF, Full marine head, 4-6'6" berths, great Bay boat for new owner. \$29,000. 456-8784 (eves)

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1980, Roller Furling, Mint Condition

Must Sell

261-3844

CS 36

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540-7968

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F/G sloop. Recently 'bristolized'. Refurbished spacious cabin w/head, s/s sink, icebox, FW, lg. cockpit. New everything: Barients, pumps, rigging, o.b., etc. Sausalito berth. A bargain at \$12,750.

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New North Norlarm vertical cut sails. 13 sails. Hydraulics. Self tailers. Electronics. New headstay, foil, spinnaker pole and rudder. New faired bottom and keel. Black LPU with tricolor orange graphics. Ultra hightech. \$25,000 (or trade for Olson 30). (408) 354-6555

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Sloop, 130% jib, 150% genoa, spinnaker w/pole, whisker pole, wheel steering, VHF, depth finder, knotmeter, teak interior, stove, shower, hotwater heater, Yanmar 15 hp diesel, and more! Asking \$28,000. Call (415) 932-8962. Ask for Ken.

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Catalina 27 sloop, 9.9 hp electric start outboard, VHF, depth finder, compass, 3 sails, many other extras, excellent condition, new bottom paint, San Leandro berth. \$17K. (408) 267-1276

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Cruising sloop, solid, beamy fiberglass w/6'1" headroom throughout. 12v & 110v, electricity, alcohol range, telephone jacks, "mini" fireplace, \$25,000. Consider partial trade for Santana 22. Lee (415) 541-1527 (work), (415) 334-4969 (eves)

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Complete, competitive, fully equipped for one-design or ocean racing. Sails, motor, trailer, radio, much more. This boat has been actively campaigned and is faster than ever. \$17,000. Roger (415) 387-4590, (415) 681-4150

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Excellent condition. Atomic 4, 7 headsails, 2 mains, self-tending jib, autopilot, race or cruise, many, many extras. \$31,500. Call (415) 948-4437 (9-12 or 5-9)

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<p>SACRIFICE 40' S & S Solo Circumnavigator 1981 Cold Molded by Driscoll. Inside steering, workbench, 2 cyl. Buikh — w/spares, Martec prop, 11 Lewmar S.T. winches, Decca SatNav, Icom ham, Datamarine instrs, Sailomat vane, 2 suits Hood sails, Britton twin downwind rig, Avon raft, dinghy, Dickinson stove, seawing, windlass, rode, 200' chain, 3 anchors, Neptune trolling and wind gen., awnings, much more gear and spares. A proven, fast, strong boat with a powerful rig — ideal for serious offshore single hander or couple. \$143K — now \$120K — trades considered. (206) 385-4271. Slip 108 Boat Haven, Port Townsend, WA.</p>	<p>SERENDIPITY 43 Doug Peterson designed racer/cruiser. Teak interior w/fore & aft cabins wedge deck w/lg. aft cockpit, full electronics, Sobstad & North sails. Sparscraft mast w/Navtec rod rigging & hydraulics. \$129,000 or best offer. Contact Steve Rock at (619) 562-8282</p> <p>C&C 35' 1971 Great sailing, cruising and singlehanding. Lots of storage for a liveaboard. Sale by original owner. Wheel steering, cockpit cushions and dodger. Fiberglass sailing dink, all the amenities. Very clean. Call 235-0184.</p> <p>SAILING COMPANION WANTED Tired of the rat race? Headed to Mexico this winter. Want attractive female sailing companion from 35-50 years old. Send sailing experience with photo to — 2733 Shelter Island Dr., Suite 427, San Diego, CA 92106.</p>	<p>SANTANA 525 1979 Fully race equipped. 7 sails North/McKibbons. 4 hp OB, trailer. Boat and equipment in top condition. Fresh water only. Terms, delivery possible. \$15,500. (702) 588-8220, (702) 588-3913, Wayne.</p> <p>BALBOA 26' Excellent condition, sleeps 5, VHF, knotmeter, 3 sails, 7.5 hp O/B, swing keel, two burner stove, ice box, Porta-Potti, Berkeley slip #M125. \$10,500. (916) 366-7075.</p> <p>WORLD CRUISER WANTED BY CREATIVE CRAFTSMAN Project supervisor seeks fine finish work in exchange for yacht. Just completed design/build 2-\$1M homes w/carvings/inlays/glass etchings etc. Exc. refs! Consider partial/full trade. Steve Jolicœur, Box 17961, So. Lake Tahoe CA. 916/544-1893</p>
<p>FOR LEASE — 36 FT. UPWIND BERTH Marina Bay Yacht Harbor, Richmond. \$3.90/ft. Water, electricity and telephone hook-up. (408) 248-3580 (eves).</p>	<p>ALBERG 35 <i>Destiny</i>. World Cruiser — over 50,000 trouble-free miles. 4 ocean crossings — <i>Destiny</i> has every conceivable cruising amenity, including custom interior and Awlgrip hull. Located in Hawaii. Call (803) 854-2590 for more info.</p>	<p>SELF-STEERING VANE Servo-Tab with auxilliary rudder. \$600. 459-4955</p>
<p>30' LOD, 34' LOA KNEASS KETCH White Cedar on oak frames, teak cockpit, 20 hp reconditioned diesel, VHS, fully outfitted and well cared for \$15,000. (707) 762-9284</p>	<p>1980 ISLANDER - 34 Dodger, ham, RVG vane, diesel, 110 and mechanical refer, anchor windlass, pressure water, propane stove, wheel steering, cabin heater, and much more. Will consider smaller boat in trade. (408) 624-8340, (415) 237-3251.</p>	<p>HELP WANTED Channel Islands Harbor waterfront marine chandlery. Experienced. Martha — Coast Chandlery — (805) 985-0541</p>
<p>HERRESHOFF H-28 Unmodified, 28-ft ketch in bristol condition. Beautiful, fast, gentle and balanced. Very complete gear and electronics. New cover. Gray 25 hp '76. Perfect for Bay, Delta, Mexico, etc. A joy to sail and cruise. \$19,000/best offer. 525-0279 (eve)</p>	<p>21' GAFF SLOOP Chula. Double ended, lapstrake mahogany on oak. 10 years old, very good shape, very seaworthy boat. Mooring in Marshall. \$9,500. 552-6800 Brad (leave message & number 8:00-5:00)</p>	<p>MAR DE CORTEZ BOUND! Classic '75 factory fin. Westsail 32, cruised only 1x to Vallarta '78-'81. Orig. owner & wife to build at Puerto Escondido/Loreto/Baja Casa. Well equipt. \$52,000 or 1/2 interest partner interested in Baja cruis'g/charter'g. PO Box 4837, San Ysidro CA 92073</p>
<p>R.U. MOVING UP? Trade me Catalina 30 or similar for Lancer 36' with 30 M debit at 11.75%. Berthed Stockton since new 4/79. Stereo, cold machine, fireplace, full race, etc. Bill Warner (209) 478-2230 (days). (209) 477-7101 (nites).</p>	<p>EXCELLENT FINANCING OR REAL ESTATE TRADE WINNING ... with safety and control in all conditions are the result of design & workmanship or ocean race/cruise, <i>Impetuous</i> (ex-Mirage) is a "proven" winner. \$79,500. (415) 237-7300.</p>	<p>ISLANDER BAHAMA 24 Great Bay boat, 6 hp Johnson O.B., VHF, sounder, jiffy reefing, jib & main, sail cover, shorepower, battery charger, AC/DC, refrigerator, Porta-Potti, topping lift, anchor, very good condition, with berth. Call (415) 829-7365.</p>
<p>CAL 2-27, 1975 Main, two jibs, tri-radial spinnaker with gear. Good condition throughout. A comfortable, roomy boat. Active Bay racing fleet. Brand new Honda 100 outboard. Presently berthed in Delta. \$24,350. (916) 756-8162, 6 to 10 pm (Davis).</p>	<p>PRISTINE TAYANA 37 CUTTER Commissioned '81, cruise ready, returning WA in Aug. from Acapulco-Hawaii, Perkins 4-108, dodger, autopilot, windvane, SatNav, RDF, Avon raft, dinghy, radios, 4 anchors, spares, tools, 200+ charts. Need food & go again. \$93,000. (604) 656-8644</p>	<p>JOHNSON 9.9 HP FOR SALE 1976 Longshaft outboard \$375. Call Terry at (415) 799-6559 or Mike at 799-1177.</p>
<p>WESTWIGHT POTTER, 15' Fiberglass with cabin, 1978, Seagull motor, 3 sails, trailer, excellent condition, \$3,150/offer. (707) 829-2838.</p>	<p>MUST SELL Lost job — must sell 26' f/g, full keel sloop in excellent condition. DS, KM, lights, 3 jibs, Sausalito berth, OB motor. The first \$11,500 takes all. (415) 921-7917 anytime Paul or leave msg.</p>	<p>SPirit YACHT (23') Immaculate condition. All extras. Galley. Extra sails, jib & spinnaker, Mercury outboard, retractable keel, double axle trailer included. Sleeps 4. First \$4,000 takes. Will help financing. Bill Hampton (415) 932-3113 (day/night)</p>
<p>J/24 Race/Cruise. A dry sailed 1979 Eastern built boat in excellent condition, with a galvanized tandem wheel trailer, 6 hp Johnson outboard motor, 2 sets of sails, 2 compasses, knotmeter, boat cover, lots more. (415) 992-3561.</p>	<p>RANGER 30 '77 sloop in beautiful condition, 7 sails including spinnaker, VHF, Signet cockpit gauges, depth sounder, wheel steering, Universal diesel, battery charger for dockside use, sleeps 6, hauled & painted just last mo. Hans (916) 752-7231/d, 916/756-2839/e</p>	<p>'48' MAPLE LEAF SLOOP For the yachtsman who wants a true cruising liveaboard sailboat, Laffaire from her custom built Airex hull, teak interior, 120 hp diesel, electronics, and other systems perfection has been obtained. \$205,000. R.E. trade submit. (408) 578-1822.</p>
<p>25' CHEOY LEE CLIPPER Classic, teak hull/cabin, new diesel 7 hp only 50 hrs., new Main/genoa, depth sounder, elect. bilge-reconditioned '83, excellent condition, varnish teak, boat cover, must see to appreciate. \$14,500/B.O. (707) 938-1937, (707) 996-4003.</p>	<p>FOUR HEART BYPASSES FORCES SALE 31' Trimaran, documented vessel, commercial built, 3 sails, VHF, RDF, depth finder, roll reefing boom, 10 hp Honda, propane stove, refrig., head, etc. Reduced to \$12,500, or trade for late model pickup. Will finance. (916) 383-2732.</p>	<p>TAKING A BREAK FROM YOUR BOAT? Responsible female sailor tired of "rat race" needs to cut down on high city rent in order to save money for future cruising wishes to liveaboard in exchange for upkeep or rent. Fran (415) 771-1722</p>
<p>CREWMAN AVAILABLE FOR ROUND TRIP SF-MEXICO Experienced, personable and reliable. (415) 841-6962</p>	<p>1984 CAPRI 30 First in '84 Tahoe Sail Week Regatta, North sails, Navtec hydraulics, BMW diesel, Kenyon spars, and much more. PHRF=108. Comfortable cabin. \$33,500 or B.O. Call Lee (916) 891-8736 (n) or (916) 895-6464 (d).</p>	<p>'74 WEST WIGHT POTTER 14' Main, jib, genoa, outboard, trailer, anchor, rode, oar, PFD's, \$2600/B.O. Also: 18' Mercury #332, main, jib, trailer, anchor, oar, PFD's. (707) 763-9037 (eves).</p>
<p>FISHER 37 FOR CHARTER Diesel powered motorsailer ketch, well equipped, like new condition, available for long-term charter to responsible party or institution. Advantageous rate for the right situation. Write or call: Bob or Helen 125 University Avenue, Berkeley 94710 (415) 841-9296</p>	<p>This 1974 Hunter 25, fully equipped for San Francisco Bay and Delta, as a pocket cruiser. Includes full spinnaker gear and more. \$11,500 or best offer.</p> <p>TATOOSH MARINE dba PACIFIC NATIONAL YACHTS 1120 Brickyard Cove Road, Point Richmond, CA 94801 (415) 232-7778</p>	<p>HUNTER 25 TATOOSH MARINE dba PACIFIC NATIONAL YACHTS 1120 Brickyard Cove Road, Point Richmond, CA 94801 (415) 232-7778</p>
<p>OFFSHORE CRUISING SEMINARS Will help planning your dream cruise + save time, money and hassles. Weekend seminar covers: boat selection, outfitting, tropical medicine, coral piloting, anchoring & much more. Lectures, movies, slides, charts, 140-pg Seminar Notebook. Tiburon: Sept. 22-23; Seattle: Oct. 6-7. \$95/single; \$145/couple. MAHINA CRUISING SERVICES, Box 800, Friday Harbor WA 98250, (206) 378-2393</p>	<p>BOAT SALES Top Bay Area dealer needs qualified full-time experienced Boat Salesman. Send sales and sailing experience, resume and references to: Box 1733, Sausalito, CA 94966</p>	<p>BOAT SALES Top Bay Area dealer needs qualified full-time experienced Boat Salesman. Send sales and sailing experience, resume and references to: Box 1733, Sausalito, CA 94966</p>
<p>MARINE SURVEYOR APPRAISER JACK MACKINNON Call anytime (415) 276-4351</p>	<p>MASTER MARINER MATERIAL 1938 Sunset 34 Teak decks — full keel — oldie by goody. \$14,900 DON WILSON YACHTS 532-0747</p>	<p>MASTER MARINER MATERIAL 1938 Sunset 34 Teak decks — full keel — oldie by goody. \$14,900 DON WILSON YACHTS 532-0747</p>

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1977 CAL 2-27

Full race, Bristol, \$25,000 (209) 478-1502 (eves)

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Teak, good condition, propane stove/oven, 2 sets of ground tackle, free anchorage, sleeps three. \$4,500. H. Williams (619) 235-9404 (8-5 pm)

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Van deStadt 1974. 37'x10'2"x5'10". 7 sails, diesel, Aries, 8' dinghy, aluminum spars & pole. Fully equipped cruising boat with lots of spares. Needs new interior and paint. Sacrifice \$22,000. (415) 591-1313

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1968 Owens all glass, 327 engine, and transmission totally overhauled. Autopilot, lots of equipment onboard. Reduced to \$12,500. Trade for late model pickup, or runabout with I/O, will finance. (916) 383-2732.

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Cal-230 30' sloop w/2 spinnaker, 110, 2/150, drifter, DS, WS, WD, stereo, wheel, VHF, stove/oven, twin headfoil, rigged for singlehanding, 110 & 12V. \$30,000 or trade for trailer sailboat & cash. (408) 258-0908

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Sparkman & Stephens racer/cruiser. Recent LPU. Custom interior. Fully equipped including diesel and cruising gear. Tiburon berth. Asking \$29,900/offer. Bill (415) 381-0111 (leave msg)

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Cal 20, custom rigging, interior and pink tiled potty! \$5000 with Sausalito berth. Rhodes 19, large sail inventory (some fit). Seagull and H.D. trailer, \$3000. Boston Whaler, 9 ft. \$800. 332-5000, ask for Grant (except Sun. & Tues.)

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We met in St. Lucia in March and you offered to take me sailing in your 29' boat. I'm the lady who was running that big red ex-raceboat. I want to go sailing! Jasmine (415) 653-9186.

RAWSON 30 / BEAUTIFUL

Windshield & dodger, self-tend. jib, autopilot, strong FG construc., 6'3" headrm., sail, dinghy on davits, full keel, hold, tank 70gal water, 37gal gas, 50# icebox, swing oven alcohol stove, good liveaboard, recent survey. \$28,500. 408/245-1193

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8' classic fiberglass & mahogany sailing dinghy for sale. Sailing rig complete & used very little. A "gold plater" yacht tender. New, cost \$1,500; asking \$850. (707) 792-2544

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I.B., refrig., hot/cold pressure water, stove/oven, Force 10 heater, stereo, custom interior, 110V, VHF, DF, heavy duty ground tackle. \$24,000. (707) 437-3420, 425-8600.

1978 HUNTER 25

Top cond./practically new. Galley, head, VHF, log/D.S., compass, anchors, safety equip., new 9.9 Evinrude eng. 'Yachtwin' (25" long-shaft), lots more. Safe family boat; sleeps 5-6. Seaworthy/sturdy/broad-beamed/fast. \$18,500. (415) 332-3999

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Honduras mahogany on oak hull, copper-riveted, teak deck, toe rail, new keel bolts, full boat cover, Seagull outboard, extra sails, \$5,500 or best offer. Peter 856-2008, Steve 856-6977

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I am an experienced race sailor in the S.F. Bay (Islander 36) in search of a new boat. Please call (415) 591-9922.

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Sail now! This Newport 20 will take you anywhere on the Bay/Delta. Two jibs, spinnaker, custom galley, dinette, o/b, head, sleeps 4, much gear. Must see. Two boat owner asking \$5000/best offer. Mike 655-7115 (eve)

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15' pocket seaboat based on SF/Great Pelican. Sailed Monterey Bay, capable of much more. Raised deck cabin, centerboard, jib, standing lug main. Wood/epoxy, bronze fastened, Seagull ob, trailer. Excel. cond. \$3000/Best offer. (408) 423-3312

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Fully equipped. Great family racing/cruising. Diesel, F/G, teak interior, wheel steering, spinnaker. Excellent condition. A very pretty boat. Great sailing. \$36K/Offer. Seller needs house, condo, or lot — trade? (415) 451-9350

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Dacron cloth with luff, leach & foot dimensions. Main 41'9"x43'6"x15' = 313 sq. ft.; No. 3 Genoa 46'x44'x17'10" = 392 sq. ft.; Jib 39'9"x37'4"x9' = 168 sq. ft. \$850/best offer. (408) 425-1299

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Good beginning boat built for S.F. Bay. 2 head sails, jiffy reefing, inboard engine, whisker pole, knotmeter, Porta-Potti, custom interior and rigging. Asking \$9,950 with terms or make cash offer. Tony (415) 367-8874

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Aleutka design. 3 years old fiberglass w/teak deck. Aluminum mast, boom. Awlgrip paint, vane, solid fuel stove/heater. Tabernacle, new outboard. Fully equipped. Ideal cruiser for two. \$9,500. (415) 493-5891

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Have new mull 45' aluminum, diesel, rod-rigging, hood, fast cruiser, Mexico in winter, summer in San Francisco or Seattle. Financing available or trade for property. Non-smoking family preferred. (707) 433-1736

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1/4 share — \$4,000. Well equipped cutter, excellent condition, sleeps 6, roomy, diesel, Tiburon berth, monthly payment \$207.50 covers all. Write c/o P.O. Box 1678-C, Sausalito CA 94966

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Rugged comfortable cruising boat, lots of room, liberal use of teak below. Sleeps six. Features include diesel, Racor filter, wheel, Digital knotmeter, depth sounder, jiffy reefing, storm and genoa jibs, VHF, Loran, stove with oven, extra water tank, stereo-cassette, curtains, hot & cold pressure water, documented. Excellent condition. Will deliver anywhere in California and sail with you to acquaint you with its many features for the unheard of price of \$42,000. Richard (415) 572-8694

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Loaded cruiser/racer. Many extras including 5 Barent winches, 7 sails, spinnaker gear, knotmeter and compass, lifting gear, new cushions and carpet. 6 hp OB. Excellent condition. Hauled 4/84. \$11,950. (415) 479-9606

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Ideal Bay boat. 5 sails, 7.5 O/B, attractive mahogany doghouse. Dinghy included. (415) 724-0563

16' DAYSAILER — \$1,800 (OR OFFER)

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'77, glass hull, center cockpit ketch, newly varnished spars. All new — halyards, sheets, self-tailing winches, electrical wiring, breaker panel, plumbing, hot water heater, shower & more. Comfortable cruiser/liveaboard. \$150,000/offer. 415/332-6120

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1962 factory built, documented excellent condition, dodger, overhauled Atomic 4, VHF, Tillermaster, only serious buyers w/cash. \$18,500. Well below market. Richard, P.O. Box 520, Sebastopol CA 95472

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25' Dutch FG sloop. 7 sails, Berkeley berth, needs some attention, needs engine work or new inboard, \$7,500 or best offer, will carry half the cost at 12% interest. Richard (415) 848-8828 (h) / 658-2756 (w) / (Box 5361, Berkeley 94705) / 383-5209

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\$12,000. \$3,000 below market for this '70' Swedish built F/G full-keel sloop. Since new boat delivered, must sell 1st love. She's beautiful, new sails, new 7.5 O/B, blue hull. Fast & safe. Draw admiration wherever you sail. At Oyster Pt. 415/381-1519

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Exceptional cond. Completely gone thru last year incl. entirely new high quality rigging w/all lines aft. New Pineapples. 6 hp Evinrude. Gashouse Cove berth. (415) 768-7627 (office), 921-0591 (home). Ask for Bob. \$7,500 cash or seller financing.

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Great Bay, Delta & coastal pocket cruiser. Easy to sail, launch & trailer. Sleeps 4 adults. Strong English fiberglass construction. Seagull outboard, 2 sets sails, trailer, extras. \$4,950. Call (408) 446-1942 or (209) 223-1620.

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1979 Ocean-going, well maintained; berthed in Sausalito. Volvo Penta diesel, loaded with new electronics and cruising gear, extra sails; custom interior, teak decks. \$125,000. Call collect (916) 482-6533 / (415) 332-3019

27 C&C

Loaded. \$26,000 or offer. (415) 435-2036, 435-1119

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1978, 25' F/G sloop, 6 hp O.B., ROD, 2 reef main, 110, 150 jibs, spinnaker, running back stays, portable toilet. Sail away. \$9,500. (415) 685-4344

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Trailer, 15 hp Johnson. Stiff rig for Bay. 2 reef main, 150 genoa, storm jib, radial drifter, compass, knotmeter, inclinometers, windex, ground tackle. Swim ladder. P.F.D.'s. Cockpit cushions. Much more. (209) 526-5604.

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Good condition. Ready to travel on aluminum trailer. \$1,850. (707) 552-2659

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Not for the Bay. Especially ocean-rigged & equipped, safe, heavy displacement 14,000 lb., 5 knt. comfortable yacht for 25,000 ocean miles 13 years she has been home not a boat. Available in New Zealand 9/84. \$40,000. (415) 673-8187.

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Big Mariah 31. Comfortable liveaboard, sleeps six, excellent condition. U.S. Factory custom made. \$62,000. (408) 353-1468. 21770 Lindbergh Dr., Los Gatos, CA 95030

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Excellent condition, dual controls, lots of extras, 2 sails. \$975 or offer. Consider trade for 6 hp outboard or sailboard and cash. Call Dowling Smith (415) 522-7380 (eve), 492-9300 (day)

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Apr. bottom paint, Valves, dinghy, 3 anchors, wheel, ladder, self-tailers, singlehand, CNG stove/oven, AC/DC ref., shower, stereo, VHF, depth, knot, log, 4 Diehards, cockpit cushions, mahogany int., teak outside, liveaboard. \$40K+. Must sell. 420-9548

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Full keel offshore cruiser/liveaboard 6'10" hdmr. F/G w/all wood int. 135g dsl., 180g water. AC/DC refrig., hold's tank, shower, 3 batt., charger, VHF, RDF, fatho., Kenyon windspeed, direction, speedo, stereo, 8-man liferaft. \$78,000/trade. (408) 353-1015

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And save \$50,000 of the cost of a new one, new 4-154 Perkins and 7.5 kw generator, ready for the water, needs rigging and interior completed, \$45,000. (209) 575-6536, (209) 523-8538

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Customized coastal cruiser. Resume of equipment and description available on request. Many, many extras, plus O.M.C. inboard sail drive. Must see to appreciate. (408) 737-8279 (eves after 8 p.m.)

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1966 EXCALIBUR 26

VHF-FM, 3 jibs, 3 mains, spinnaker gear. Sleeps 5, full galley, RDF, good bottom, 6 hp outboard, new anchor rode, Alameda berth. Fun racer/cruiser. PHRF 216. \$9,400. Bob (415) 581-6141

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Canadian pocket cruiser, new inboard Vire engine, 3 sails, extra teak trim, well equipped and maintained. Owner relocating. Terms possible. Lying Victoria, B.C. Can deliver. \$18,000. (808) 235-5326

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Launched '81. Steel hull and deck. Aluminum spars, Atomic 4, H&C shower, propane oven & heater. Knotmeter, sounder, dinghy, etc., etc. Victoria, B.C. \$37,500. (604) 384-8075, pager 862

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Volvo IB, 10+ sails, solar ch., tandem trailer, Datamarine gauges, C. Plath compass, 8 winches, new canvas, extras. Will consider Ranger 23 as down. \$33,500 (replac. \$43K). Freshwater sailed Tahoe. (916) 541-0176/h, (702) 588-6211 x.53/w

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Carefully maintained cruising sailboat built '81. 40 hp Perkins, Racor filter, Perko strainer, h/c pressure water, compass, knotlog, d.s., stove, refrigeration, manual windlass, CQR anchor & numerous detail refinements. \$83,000. (805) 642-3949 (e)

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30' BRITISH CRUISING YAWL Fiberglass, teak decks, aluminum spars, Sabb diesel, wheel or tiller. Offshore equipped including Avon Redcrest, Avon liferaft, Aries vane, 11 sails, and more. A high quality boat in very good condition. Offers over \$32,500. 254-6546.	18' CLASSIC LAPSTRAKE SKIFF Port Orford cedar and oak. 120 lb. galvanized centerboard, cat ketch sprit rig, Sutter Dacron sails, 9' & 10' balanced oars, reinforced oak transom for motor, full length trailer with 15" wheels. \$5,800. (916) 961-0753.	TAHITI KETCH This boat will take you anywhere. Liveaboard. Free delivery anywhere within 35 sailing days of San Francisco. \$27,000. (707) 428-0207	
23' SPRINTA SPORT 5 Ulmer sails—2 new '83, Digital kt., log, ds., 5 hp Suzuki O/B, races/cruised equipped, customized interior, Kevlar hull, excellent condition, excellent boat for San Francisco wind conditions, will deliver California. Call (206) 733-7364.	SANTA CRUZ 27 1974, clean green hull, trailer, recent refinish inside and out. 5 sails, VHF, dry-sailed only. Excellent condition. Priced to sell fast at \$14,500. (408) 423-9902 or (415) 331-2451 (eves/wknds).	25' FLEUR BLEUE SLOOP Classic mahogany cruiser/racer with 9 sails, all electronics, depthsounder, ship-to-shore, sleeps 4, with Sausalito berth, other extras, immaculate. \$11,950 by owner. Julian Peabody (415) 461-7000 (any day or time)	
KNARR Excellent condition. \$12,000. Alex 388-1110 (day), 332-3538 (eves)	PARTNERSHIP — CATALINA 30 1/2 interest for only \$3,250 cash down and assume monthly payment of \$220 including slip. Call Dick (916) 344-7202 (days), (916) 966-8267 (eves).	'76 RANGER 23 "ORFEO" Excellent condition. Main, jib, 7.5 hp Evinrude O/B. White with light blue trim. All required safety equipment. Outstanding Bay boat. Alameda Marina. Ready to sail away. Priced for quick sale. \$13,500. (408) 281-5731 (days), (408) 688-9279 (eves).	
COLUMBIA 22 5 sails, 6.5 hp outboard, freshwater, built-in whale pump, and much more. Berkeley berth. \$4,000/O/B. (415) 653-1538 (eves) An excellent first boat.	26' WOOD SLOOP 'PIC' class., #23, mahogany on oak, built 1936, six sails, full cover. S.F. Marina berth #665. Does not include berth. \$2,900 or make offer. Call (408) 354-8760 or (415) 684-3258.	BRISTOL 22 SLOOP Good condition. 2 jibs, 1 reef point in mainsail, 1900 lb. Fin keel, 7'11" beam, Evinrude 9.8., depth gauge and compass, extras. \$6,500. (415) 489-2104 (eves)	
ERICSON 27 Excellent condition, VHF, knotmeter, depth sounder, compass, 6 Barient winches, 2 anchors, class jib, 150, spinnaker, main. All in top shape. AM/FM stereo cassette, 2 brass lamps, tools, dock box. Volvo Penta I/B engine, etc. \$27,900. (415) 471-3028	MUST SELL — 1982 STILETTO 27 CAT Leaving area. Race ready — 5 sails incl. spinnaker w/removable cruising amenities. Perfect high performance daysailer and Delta cruiser (longer trips via custom trailer). Loaded & very negotiable. Call owner (415) 949-1637 (e), (408) 496-8045 (d)	NOR'SEA 27 Superb pocket cruiser, aft cabin, excellent condition, Yanmar diesel, luxurious interior, VHF, ds, stereo AM/FM cassette, many extras. Owner can assist in financing. Richmond berth. Asking \$38,500. Call (415) 843-0429.	
1969 CAL 25 Well equipped, maintained all-season Bay cruising/racing boat. Sleeps 5, teak interior, dinette, Evinrude O/B, jenny and 2 jibs. Fast, responsive sloop, ready to sail from excellent Berkeley berth. Must liquidate. \$8,500. Peter 527-9256.	1978 BRISTOL 24 CORSAIR For sale or partner wanted. Yanmar inboard diesel, 4 sails, radio depth finder. Excellent condition \$15,000. Or partner — \$2,000 down, \$200/mo. includes Tiburon berth, insurance, taxes, pmt. Must join yacht club. Call Suzie 924-7699.	33' ALAJUELA 1980, excellent condition, cruise equipped, Aries vane, full anchor package, pressure hot/cold water, dodger, electronics, many extras. Asking \$65,000. Call evenings (602) 684-7331. Wife pregnant . . . again.	
CATALINA 30 1978 North sails, diesel, wheel, Signet inst., CNG stove, excellent condition, many extras. \$30,500. (415) 897-5837.	EO MONK 25 FOR SALE Classic sloop, built 1947. Cedar on oak. Beautiful boat, in excellent condition, no rot. Fully set for cruising or great Bay sailing. You'll be pleasantly surprised. With S.R. berth. \$8K or offer. (415) 453-1029 / (415) 459-1857	PANZUOO FOR SALE Well known East Bay O'Day 30, currently in charter, for immediate sale due to owner's relocation. Well equipped with two roller furling jibs, CNG stove, stereo, etc. Listed at \$38,000 with creative financing available. Contact for complete details: James L. Rodgers 408/446-9183	
SANTANA 27 Diesel, 7 winches, all halyards and reef line back to cabin top for singlehanding, VHF, fathometer, 120% jib (reefable), 140%, main (2 reef points), spinnaker, 2 anchors, safety gear, custom wood interior. \$16,900. (415) 339-2891 (eve), 339-3858 (msg.)	ENDURANCE 35 — CUTTER 10,000 offshore miles. Custom built to drawings of Peter Ibold, F/G hull, oakbeams, teak deck, equipped for long distance cruising, clean and excellent condition in and out U.S. \$79,500. Info. Vancouver Canada, (604) 988-3861.	FOR SALE Cascade 29' sloop — excellent condition and sound. New sails and rigging, asking \$12,000. Also heavy duty trailer with electric brakes designed for above \$1,500 like new. (415) 234-7584	
KNARR — 30' WOODEN SLOOP Built Denmark '62. \$11,500. New jib, excellent main. Full cover; outboard. Sound and well-maintained. Excellent Sausalito berth. No better one-design racing on the Bay. Large, growing, congenial fleet. (415) 768-1947 (days), (415) 388-9003 (eves/wknds)	1975 38' OSL. CUSTOM KETCH Cold molded covered in fiberglass, 6 bags of sails, 4 anchors, new radio, wheel steering, dinghy, remodeled inside, great Bay & ocean boat in excellent condition. Surveyed for \$70,000. Asking \$40K. Bill (415) 794-0305 (e).	SELF-STEERING WINDVANE For sale: most popular in Europe. Suitable for yacht up to 50 feet. Steered my 30-footer around Mediterranean across Atlantic to Oregon. Have sold yacht, kept vane for new yacht. Now cancelled. (415) 348-5238 (between 13.00-19.00)	
SEABIRO KETCH 32' marconi rigged. Great Bay boat! Inboard 2 cyl. eng. Just overhauled. Master Mariners vet. Many extra goodies. Berkeley berth. \$4,600. See <i>Latitude 38</i> Sept. '83 pg. 94 for picture. Call (415) 531-6890 (eves)	FIXER UPPER FOR SALE 24-ft sloop. Sound fiberglass hull. Standing head room. Sleeps 3. New 8 hp Suzuki. New rudder. Recently hauled. \$3,500. Write Don Clark, 131 Finger Ave., Redwood City, CA 94062.	FRESH WATER BOAT Ranger 20, 1977. Dodger provides standing head room. Three sails plus Hood radial drifter.. Trailer, 7.5 Honda, anchor, radio, sleeps 2½. Reinforced rig. Jiffy reef. Very clean. See in water on Tahoe. \$6,300. (916) 577-3119, 544-6612.	
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SANTANA 22 Spinnaker race equipped, large sail inventory, boat cover, water tank, 6 hp O.B., new bottom paint and SS keelbolts, trailer or berth. 932-4072.	FOR SALE — CRUISING ITEMS Yaesu FT301AD ham transceiver \$400. Yaesu FRG-7 SW receiver \$125. EPIRB (offshore) \$175. SIG II Survival kit. Montgomery 8' sailing dinghy \$450. Charts of Mexico & S.P. Frostpack 12v reefer \$40. Bikebug \$25. (415) 863-6742	32' ISLANDER 1965 Excellent Bay and Cruising boat, 4 sails, VHF, solar panels, excellent ground tackle, 3 burner kero. stove with oven, wheel steering. Please call (209) 464-4877 or (209) 467-4296.
1981 TRANS-TAHOE WINNER and numerous races. All weather Pearson Commander 26 ft. Well built, new condition, 9 ft. cockpit, cabin sleeps 4. Electronics, Mitchell sails 130 to 165, spinnaker, DeWitt self-tacking, 252 PHRF, \$15,000. (916) 489-7345 or 525-6294.	FOR SALE — AND — WANTED For sale: New Aries vane, propane tanks, tri-radial spin. (I=42, J=14.5), Avon R2.80, Mex. charts, Ebcos sextant, Tillermaster, Barient 25s. Wanted: RDF, spin. pole 14.5', 33# Bruce, Barient 18/s, 4hp OB, awning (16' boom), 4-107 spares. 415/865-6088	YANKEE 24 SLOOP Excellent condition, well built sailboat. 6 hp OB, 3 sails, full cover, galley, head, safety lines, anchors, cushions, trailer, more. Alameda slip. \$7,500. John Scott at (408) 988-2426 (wk.days), (415) 462-8199 (eve) or Gary at (415) 574-7959 (eve)
SANTANA 525 Racer (class & PHRF)/cruiser, TLR, sails, KM, race gear, shore-power, stereo, covers, new O/B, lots more \$16,000. Also great tow vehicle (to 6,000 lbs) Intl. P/O w/shell, 2 tanks, A/C, h.d. Only 62k mi. Exc. cond. \$1,500 or \$17K for all. (916) 363-5095	1974 CHEOY LEE OFFSHORE 40 YAWL By orig. owner. F/G. Rugged/fast/maneuverable, beaut. maint. world class cruis'g yawl. Tri-cabin, 2 heads, shower, sky-ports, dinghy, s/s sinks, 4 cyl. dsl. (122 hrs), h/c water (100g), VHF, RDF, full inst., roller reef. \$75,000. 415/388-3518/early am & ev	1980 CATALINA 38' Must sell well equipped "Wings" to make way for new boat. 8 winches, depth, knot, oak decca top, North sails, \$66,500 or ?? Call (408) 982-3297 (day) / (408) 377-8429 (eve)
CAL 34 SLOOP 1968, excellent condition, Atomic 4 recently rebuilt, 3 yr. old sails, roller furl. jib, Loran C, Omni, D/S; apparent wind indic., VHF, stereo, unifridge, must see. \$34,500. Call Wayne 398-2465	FOR SALE 50' 1928 German built sloop. Mahogany on oak frames, extensively rebuilt 1978. Perkins diesel 4-236, Brisbane berth, recent haul-out. Available to view August 15th. Asking \$65,000. Call (415) 221-8399 S.F.	CAL 25 A steal, divorce victim, white with blue trim, was hardly ever sailed, like new sails, new spinnaker, ship-shore radio, stereo-tape deck, 6 hp Evinrude, loaded w/equipment, may take over berth. She's a beauty. \$9,400. (408) 996-2760.
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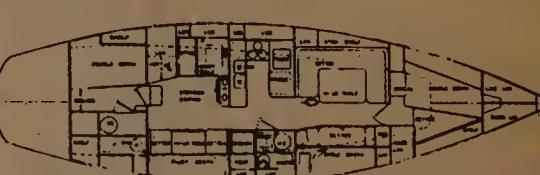
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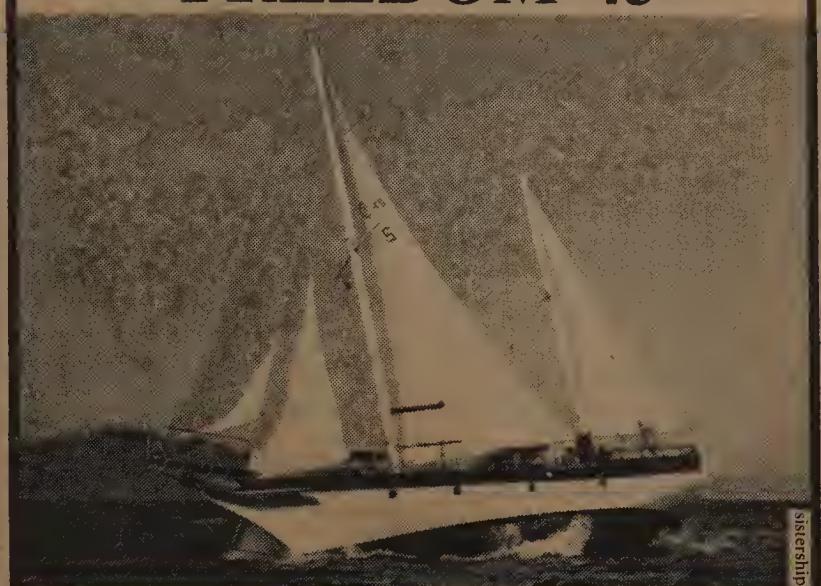
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SAUSALITO, CA (415) 332-8794

22' Falmouth Cutter	1979	\$29,900.00
23' Electra	1961	6,000.00
24' Bristol	2 available	10,500.00
27' Santana	1968	12,500.00
27' Albin Vega	1976	19,500.00
28' Triton	1966	19,000.00
29' Cal 2-29	1975	31,500.00
30' Pacific 30 (P-30)	1972	12,500.00
30' O'Day		42,000.00
31' Chesapeake		32,000.00
34' Cal		34,500.00
37' Islander		63,000.00
38' Ingleside		82,500.00
40' Chenier		90,000.00
40' Chesapeake		85,000.00
41' CT		75,000.00
43' Gulfstar		127,500.00
28' Hallberg		12,500.00
28' Original H-28	1950	19,500.00
30' Spitsgatter	1948	39,500.00
34' Master Mariner "Gramp"		4,500.00
36' Gilmer Auxiliary Ketch	1979	99,900.00
38' Farallone Clipper	1960	40,000.00
40' Master Mariner Teak Sloop	1936	59,000.00
40' S & S Bermuda Yawl	available '53-'60	Inquire
40' Kettenburg K-40	1961	45,000.00
45' Custom Cruising Ketch	1974	Inquire
50' Lapworth/Cheoy Lee Sloop	1962	69,000.00
24' Reinell	1978	15,500.00
30' Pacemaker Sportfisher	1965	14,500.00
38' Pacemaker Sportfisher	1965	39,995.00
38' Fellows & Stewart dbl cabin cruiser	1931	8,000.00

"... THERE IS NOTHING — ABSOLUTELY NOTHING —
HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

SELECT BROKERAGE

25' Ericson 25 +, slp, '80, frp	26,400
26' Columbia MKII, '70, f/g, ob..11,750	
26' Ranger, slp, '72, f/g, ob....15,000	
27' Contest, slp, '72, f/g, ob....23,950	
27' Cal 2-27, '76, '77, '78, 3 frm	24,950
27' Cheoy Lee OS, slp, '72, f/g	23,000
27' Catalina, '73.....20,500	
27' Ericson, slp, '78, f/g.....28,000	
27' Santa Cruz/trlr, slp, '74.....17,000	
28' Columbia slp, '73, f/g, l.g....19,500	
28' Santana, slp, '75, f/g, dsl....29,950	
28' Dufour, slp, '79, f/g, dsl....41,500	
28' Islander, slp, '77, f/g, dsl....34,500	
28' Hawkfarm, slp, '79, f/g, dsl.28,000	
28' Triton, slp, '63.....21,000	
28' Split 28, slp, '79, f/g, dsl....34,000	
29' Cascade, slp, '67, f/g, dsl....35,000	
29' Cal 29, slps, '74's, 2 frm....30,000	
29' Cal 2-29, slp, '74, f/g, dsl....33,000	
29' Columbia 29 Defender, slp, 17,200	
29' Ranger, slp, '72, f/g.....27,900	
30' Pearson, slp, '76, f/g, i.g....34,950	
30' Ericson MKII, slp, '68, f/g....28,000	
30' Lancer, slp, '78, f/g.....39,900	
30' Lancer 30 MKV, slp, '80.....42,000	
30' Wyllie Custom 3/4, slp, '76.....41,000	
31' Sea Eagle, slp, '80, f/g, dsl.52,500	
31' Pearson, slp, '79, f/g.....39,900	
32' Columbia 9.6, slp, '77, f/g....45,000	
32' Ericson, slp, '79, f/g, lg....29,500	
32' Westsail.....(2) from ...55,000	
32' Targa, slp, '78, f/g, dsl....47,500	
32' Valliant, slp, '76, f/g.....69,500	
32' Vanguard, slp, '63,'65, 2 frm29,500	
33' Morgan, p.h., '80.....84,250	
33' Ranger, slp, '74, f/g.....44,000	

MANY POWER BOAT LISTINGS —

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Bill Gorman, Chuck Thomson,
Carl Williams, John Poulson



DON WILSON YACHT SALES, INC.

1851 Embarcadero, Oakland, CA 94606

(415) 532-0747

USED SAILBOAT LISTINGS

20' WINDROSE & trailer, outboard, lifelines & pulpits, '80.....	\$5,750
21' VENTURE & trailer, fixer upper and starter.....	4,250
21' AQUARIUS & trailer, Evinrude 6.....	6,950
22' COLUMBIA, very clean, new listing.....	5,500
22' CHRYSLER, choose from two: one fixed keel, one swing.....	from 5,900
23' WINDWARD sloop, full keel, one-owner boat, very clean.....	6,600
24' SEAHORSE yawl, oldie but goodie, wood, make offer.....	6,000
25' CORONADO, we've 3.....I loaded at 7,900, one fixer-up at 6,500, I clean at 8,500	6,500
25' HUNTER, 6 sails, nice to start with.....	10,000
26' WOOD sloop, full keel.....	12,900
26' RANGER, very nice and clean, good Bay boat.....	12,900
26' BALBOA, we've 2.....I at 12,900, on at 13,500	13,500
26' PEARSON, see 2 hqre.....make offer, one at 13,500, one at 14,600	14,600
27' CAL T/2, very sharp, new listing, speedy & clean.....	16,500
27' MORGAN, '74, w/81 inboard diesel, 4 sails.....	offer/22,250
27' CATALINA, '80, mint condition, furling jib.....	20,500
28' ISLANDER, '77, diesel and pedestal, '82 tiller.....	32,000/Offer
28' O'DAY, good boat, depth and radio, '78.....	23,500
28' WOOD, 5 sails, shown by appointment.....	12,500
28' SAN JUAN, 3 sails.....	26,950
29' CAL 2-29, '74, pedestal, diesel, lots of gear.....	27,900
30' ISLANDER BAHAMA, inquire.....	31,500
30' ISLANDER MKII, pedestal.....	26,000
30' PEARSON, new listing, gas & extra gear & sails.....	Inquire
30' HUNTER, shown by appointment, '78, pedestal/diesel.....	31,950
32' ISLANDER, diesel, roomy & luxurious, '77 model.....	45,000
32' ERICSON, '74, gas, 4 sails.....	32,000
33' HUNTER, '80, illness forces sale, this is a good buy.....	37,500
34' SUNSET, Master Mariner's material, classic wood, full keel.....	14,900
36' HUNTER, '80, baby coming — boat goes! Nice cruising model.....	58,900
36' ISLANDERS: Bay Area's leading l-design, we have several.....	Inquire
36' FREEPORT, '82 model, dealer demo, one-time only offering.....	89,500
37' O'DAY, '79, cruising cutter, very well equipped.....	Make Offer/69,500
38' C&C, we've 2:.....I '76 at 59,500, I '80 Landfall at 89,500	89,500
38' DOWNEAST, a lot of boat for the price.....	77,000
40' ISLANDER/PETERSON, TransPak ready, replacement: \$140K.....	89,500
40' PETERSON, '78, many extras & excellently maintained, 8 sails.....	120,000
41' FREEPORT ketch, tri-cabin, great liveaboard.....	Inquire
41' OFFSHORE/CHEOY LEE ketch, bristol.....	109,000
41' CT ketch, shown by appointment.....	77,000
42' WHITBY ketch.....	120,000
44' PETERSON.....	Inquire

THIS MONTH'S SPECIAL:



**CAL SLOOP 1980
REDUCED TO \$63,500**

Five sails, wheel steering, 32 hp diesel aux., VHF, RDF, Avon w/mount, 2 hp Evinrude. Sharp condition. Owner anxious.

25' Great Dane. '56, full keel classic planked mahogany hull, Atomic 4	\$ 7,500
26' Ariel (Pearson). '65, full race sloop, new LPU hull paint job.....	13,000
27' Catalina sloop. '73, 10 hp aux., '80, very nice.....	15,000
29' Sunwind sloop. Finish built, Volvo diesel, loaded.....	39,500
30' Islander sloop. '73, Atomic 4, just reduced.....	26,850
30' Tartan sloop. '74, S&S design, 5 sails, Atomic 4, sharp.....	27,500
35' Ericson sloop. '80, diesel aux., loaded, sharp.....	Try 59,500
37' Tayana cutter. '83, MK II, pristine, loaded with spray dodger, Tanbark sails, plus much more, reduced to.....	89,500
37' Tayana pilothouse cutter. '80, Perkins 4-108, dinghy, Avon safety pack, shower, refrigeration, windlass, S.T. winches, plenty of electronics, pristine condition.....	92,000
45' C&L Explorer ketch. '79, center cockpit, spacious cruiser, cruise ready, loaded, owner anxious, will trade for real estate.....	125,000
48' Mariner ketch. '80, Perkins 4-236, well equipped, sharp.....	139,000

WINDSHIPS

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Oakland, CA 94607

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FINNCLIPPER

35'

1971 Motorsailer Liveaboard
Excellent Value \$45,000.00

GULFSTAR 37

MOTORSAILER

Queen Size Bed, Aft Cabin
Two Heads \$76,500.00

BLUE DOLPHIN YACHTS PROUDLY PRESENTS:

CALIFORNIAN BOATEL CARVER SILVERTON MAINSHIP

SAIL

51' Formosa custom ketch, '79.....	\$175,000
50' Grand Banks Admiralty 50, '70.....	125,000
50' Gulfstar ketch, '79, '80.....2 from	170,000
47' Gulfstar Sailmaster ketch, '79, '79, '81...3 frm	210,000
45' Alden, '46.....	25,000
44' Peterson sloop, '75.....	117,500
43' Westsail ketch, '76.....	125,000
41' Downeast P.H. cutter, '80.....	85,000
★ 41' Morgan ketch, '74.....	92,500
41' Newport sloop, '79.....	75,000
40' Cheoy Lee Offshore yawl, '74.....	77,000
40' Valiant cutter, '79.....	149,000
39' Cavalier sloop, '76.....	68,900
38' C&C sloop, '76.....	59,500
37' Apache, '79.....	44,500
37' Fisher kch Motorsailer, '80.....	99,500
37' Island Trader ketch, '77.....	63,000
37' Ranger sloop, '74.....	77,800
35' Finnclipper s/p M.S., '71.....	45,000
34' Cal 34, '69.....	38,000
33' U.S. Yachts sloop, '81.....	45,000
32' Ericson sloop, '74.....	32,950
31' Crane Bros. racing sloop, '76.....	38,000
30' Bristol sloop, '77.....	54,900
30' Catalina sloop, '77.....	34,950
30' Ericson sloop, '78.....	39,000
30' Fisher Motorsailer, '76, '75.....2 frm	62,500
29' Rhodes sloop, '38.....	23,000
28' Ranger sloop, '78.....	27,950
27' Balboa sloop, '80.....	19,750
★ 27' C S sloop, '79.....	23,500
26' Cheoy Lee Frisco Flyer, '64.....	14,900
25' Samurai sloop, '70.....	10,000
25' Santana 1/4 Ton, '73.....	10,900
22' Ranger sloop, '78.....	14,850

POWER

78' Feadship, '64.....	\$750,000
68' Pacemaker, '69.....	350,000
65' Pacemaker, '72.....	400,000
63' Bertram, '71.....	390,000
63' Halvorsen, '71.....	390,000

57' Chris Craft Constellation, '68.....

56' Holiday Mansion, '79.....	205,000
52' Bluewater Motoryacht, '82.....	120,000
50' DeFever Offshore Cruiser, '70.....	190,000
47' Bluewater dsl Motoryacht, '82.....	165,000
47' Bluewater Motoryacht, '82.....	200,000
47' Master Fab Housebt, '79, '80, '80....3 frm	170,000
46' Californian, '81.....	32,000
45' Bluewater Sedan, '79.....	250,000
45' Carl Craft Housebt, '80.....	120,000
45' Southwest Boatyard, '62.....	66,000
44' Gulfstar Motoryacht, '79.....	83,500
43' Chris Craft Corinthian, '66.....	210,000
43' Egg Harbor Sportfish, '70.....	74,900
42' Chris Craft Commander, '68.....	89,500
42' Hatteras, '80.....	112,500
42' Owens Aruba, '66.....	205,000
41' Hatteras Tri-Cabin, '68.....	85,000
40' Bluewater Sedan, '79.....	149,500
40' Bluewater Flybridge, '79.....	96,000
40' Bluewater Tri-Cabin, '78.....	82,500
40' Chris Craft Tri-Cabin, '59.....	79,900
40' Chris Craft, '59.....	55,000
40' Cruise-A-Home, '73.....	34,500
40' Trojan F-40, '79.....	45,000
38' Bertram, '70.....	160,000
38' Chris Craft Trl-Cabin, '67.....	102,500
38' Gulfstar, '80.....	73,000
38' Pacemaker Sportfisher, '72.....	139,500
37' Colonial, '62.....	100,000
37' Master Fab Housebt, '79, '79....2 frm	34,900
37' San Francisco Trawler, '79.....	28,000
36' Chris Craft Tri-Cabin, '51.....	85,000
35' Roughwater Trawler, '73.....	21,500
34' Fiberform Executive, '77.....	52,500
34' La Paz Trawler/Sportfisher, '73.....	62,500
34' Mainshlp, '78.....	43,000
33' Chris Craft Offshore Cruiser, '77.....	59,000
33' Luhrs, '67.....	59,900
32' Grand Banks, '79.....	80,000
32' Luhrs, '72.....	44,950
32' Trojan Flybridge Express, '73, '74....2 frm	39,500

31' Wellcraft, '82.....

31' Wellcraft SunCruiser, '81.....	74,800
30' Carver Sedan, '82.....	74,800
30' Tollycraft, '72.....	35,950
29' Chris Craft Catalina, '83.....	58,000
29' Fisher Craft Housebt, '80.....	22,000
29' Wellcraft, '81.....	64,950
28' Bayliner, '80.....	24,950
28' Fiberform, '79.....	42,900
26' Carver, '80.....	34,950
24' Bayliner, '79.....	19,500
24' Sea Ray Weekender, '79.....	23,900
20' Beachcraft, '79.....	13,300
19' Mastercraft, '79.....	9,900

COMMERCIAL FISHING BOATS

40' LCVP Converted, '45.....	25,000
26' Farallon, '81.....	39,900

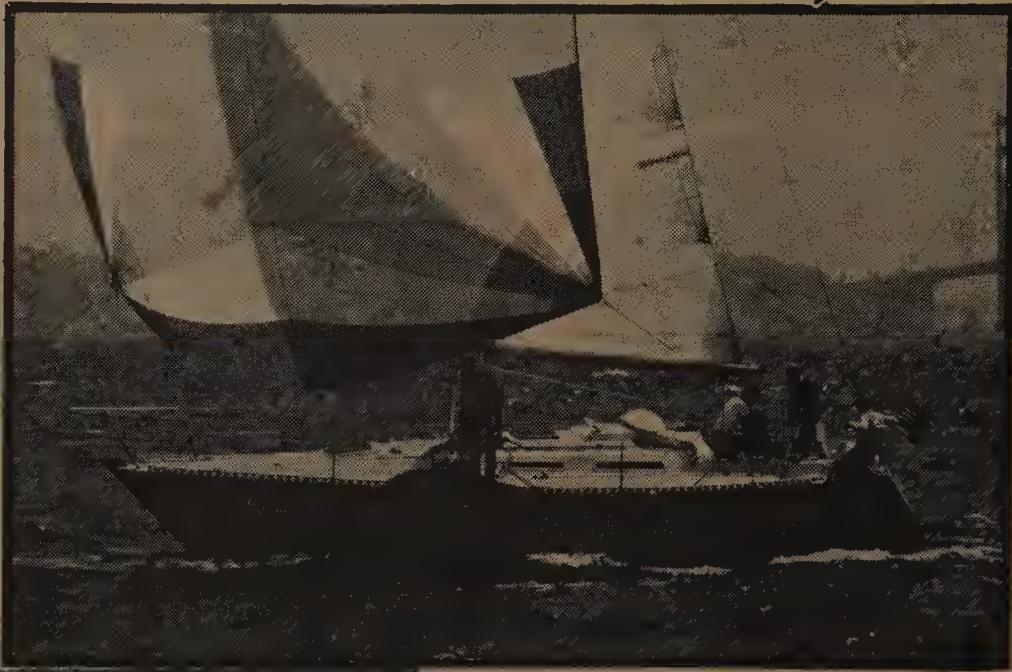
POWER — NEW

43' Californian, '84.....	201,194.50
42' BoateL, '84.....	159,832.00
40' Mainship Aft Cabin, '84.....	145,395.00
40' Silverton, '84.....	125,345.00
38' Californian, '84.....	177,837.00
36' Carver Mariner, '84.....	144,277.05
34' Mainship, '84.....	76,470.00
32' Carver Aft Cabin, '84.....	92,201.25
32' Carver Convertible, '84.....	91,281.25
28' Carver Riviera, '84.....	68,485.60
26' Carver Santa Cruz, '84.....	Price on Arr.
25' IMP, '84.....	27,355.00
23' IMP, '84.....	22,355.00

General Yachts, Inc.

SAIL

'76 20' Ranger w/trltry	\$6,900
'61 20' Pearson.....	7,500
'77 23' Ranger.....try	7,500
'70 23' Coronado ..try	5,500
'80 J/24, sharp.....	14,500
'79 25' Santana.....try	16,000
'52 26' Jr. Clipper,..try	3,500
'71 26' Columbia 11..try	13,500
'72 27' Ericson.....try	23,500
'82 27' Catalina	24,750
'77 2-27 Cal	20,000
'63 28' Columbia.....try	7,500
'74 30' Pearson, sharp..	29,500
'83 30' Catalina	35,000
'79 30' J/Boat, dsl....	39,000
'69 30' Islander, dsl....	23,000
'28 30' Bird.....	7,500
'80 30' Irwin, reduced..	38,000
'70 31' Cheoy Lee kch..	Offers
'80 31' Sea Eagle.....try	48,000
'75 32' Islander	38,500
'76 32' Fuji.....try	49,000
'78 32' Traveller	62,000
'79 33' Cheoy Lee kch..	60,500
'75 32' Westsail	53,000
'69 34' Cal, (2)....from	37,000
'76 35' Ericson (2) frm..	40,000
'67 35' Mariner	44,000



HENRI WAUQUIEZ

'75 36' Islander	try	64,000
'36' Islander, race...		58,000
'81 38' Steel kch....try		69,000
'60 38' Farallon Clprtry		37,500
'80 39' Westsail ... R.E.		trade
'76 39' Ericson	try	54,500
'57 40' Danish sloop.try		33,000
'40' Hirshoff cutter..		74,000
'79 40' Gilmer kch....try		99,000
'78 43' H/Christian ..try		110,000
'74 45' Porpoise kch....try		175,000
'74 46' M/S.....try		150,000
'79 47' Gulfstar (3)from		170,000
'62 50' Cheoy Lee...try		65,000
'83 52' Cheoy Lee M/S.		290,000
'80 44' Lancer M/S....		Offers
		POWER
'80 26' SeaRay		19,500
'73 28' Bertram		34,500
'74 30' Crs Crft Exprtry		26,500
'69 31' Pacemaker twn.		29,500
We've 8 late mdl Trwlr 34'-50'		
'77 31' SeaRay.....try		38,500
'69 47' Chris Comande.		125,000
'49 49' Stephens, Ihabrd		Offers
'80 49' Albins twins...		184,500
'68 57' Connies (2)..frm		160,000
'43 126' Tugboat/anxious		79,900
'81 42' Tri-cab.....try		125,000

35' PRETORIEN

NEW FROM ENGLAND — take advantage of the low pound — Fairline motor yachts 32' 40'

FULL BROKERAGE
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LISTINGS
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SEE US FOR ALL YOUR BOATING NEEDS

SAIL

22' STAR '79 slp, trick equipt.....	\$10,000
23' RANGER '72 sloop.....	11,500*
25' KIRBY '79 cabin slp, quick.....	16,000*
26' PEARSON (3) sloops.....	frm 13,500
27' ERICSON '74 slp, very clean..	18,000@
27' CAL T-2 '73, ocean able.....	19,000
27' O'DAY '76 sloop roomy, 4 sails. 22,500	
27' SANTA CRUZ (3) slps....	frm 15,000*
27' CATALINA '75 slp, ib eng....	21,000
28' ERICSON '82 slp dsl, tall rig....	49,950
29' GULF PILOTHOUSE '81 dsl. 34,450@	
29' FARALLONE '75 dsl slp, strong@	10,000
29' SOVERAL '64 shoal draft slp....	16,500
29' ERICSON '73 sloop.....	27,500*
29' COLUMBIA '65 sloop.....	21,000*
30' ALBIN '78 dsl slp.....	39,000*
30' BRISTOL '67 sloop.....	27,000
30' SANTANA '76 slp, dsl.....	35,000@
30' ISLANDER '72 slp, (2)....	frm 29,750@r
30' COLUMBIA '72 slp, must sell@	25,000@r
30' IRWIN CITATION '80 dsl, clean@	45,000
30' FISHER '73 P.H. kch.....	56,000
30' CAL 3-30 '74 sloop.....	35,900
30' US 30 '81 dsl slp, must sell....	36,000
30' TARTAN '76 dsl slp,	



FANTASIA 35 — new listing.

Bruce Bingham brings us this fine design. Very comfortable cruising cutter w/ aft stateroom



ENDEAVOUR 37 Cutter.



GOLDEN WAVE 42

Beautiful late model, loads of gear (\$40K + invested) This is the bargain hunter's special! Reduced to \$138,000.



CLIPPER 48 STAYSAIL SCHOONER

Built to Cheoy Lee's highest standards w/ B. Luder's detail for excellence. Exquisite world cruiser easily handled by 2. \$200,000.

39' FREYA '76 strong ocean racer.	150,000r
39' CAL '71 dsl cutter.....	67,500*
40' OFFSHORE '66 C.L. quality.....	84,500r
40' HINCKLEY Bermuda ywl '65 dsl@99,500	
40' TRINTELLA '72 ctr ckpt kch. 129,000r	
40' MARINER '70 dsl kch.....	78,500*
40' OLSON '83 dsl sloop race equipt.	129,500*
41' ISLANDER (2) sloops.....	frm 89,000
41' ISLANDER Freeport '76 LyBd. 125,000	
41' MORGAN O/I '78 exclnt con150,000@	
41' NEWPORT S '79 dsl slp... only 75,000r	
41' CT 41 '75 dsl kch, very nice.....	77,000
42' GOLDEN WAVE '81 dsl slp. 138,000@	
42' WESTSAIL '76 dsl kch.....	125,000
44' SPINDRIFT '81 dsl cutter.....	138,000
45' EXPLORER '79 ctr ckpt kch. 114,500r	
46' MORGAN kch '79 dsl.....	179,000@
47' OLYMPIC OFFSHORE '74 kch125,000	
48' CLIPPER '79 Cheoy Lee sch....	200,000
50' COLUMBIA '66 dsl slp.....	99,000*
51' FORCE 50 '79 kch (2)....	frm 145,500
51' FORMOSA kch '78 P.H.....	168,000

WOOD

28' HERRESHOFF-28 '52 kch...	19,000@
28' PACIFIC (P-28) '57 dsl slp....	16,500
31' ANGLEMAN '66 kch dsl.....	39,500
32' HOLIDAY sloop '65.....	21,900@r
33' WYLIE '79 by Peters w/dsl....	75,000@
35' CHEOY LEE LION '57.....	30,000@r
36' GILMER Cruising kch '61.....	109,000
36' HINCKLEY '55 ywl; beauty....	39,000
36' ANGLEMAN kch '51 dsl.....	64,000
37' BLUENOSE SCHNR '47 Stphns65,000	
38' FARALLONE CLIPPER (2)frm 40,000	
40' MARINER '68 kch loaded.....	90,000
40' RHODES '41 sloop needs TLC! 44,500	
40' KETTENBERG '61 slp cruiser.....	45,000
42' GARDEN DSGND kch '75 dsl. 135,000	
46' GARDEN dsgnd kch '41 dsl....	85,000r
62' LAPWORTH '62 wrld cruz....	295,000
65' ALDEN '26 dsl kch.....	105,000*

CT 41 Garden Ketch
Extremely comfortable liveaboard, with capabilities to move her anywhere in the world. Only \$75,000.

FORCE 50 PILOTHOUSE KETCH
We have 2 of these Garden designed, extremely versatile & easy to sail cruiser. Very comfortable liveaboards as well. From \$145,500.

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& CHEOY LEE®

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* = new listings / @ = at our docks / R = reduced

24' NORTHSTAR 727 (FARR)	17,500
24' NIGHTINGALE	14,500
24' SAMOURAI	OFFERS
25' DAVIDSON	25,000
25' SANTANA	11,500/OFFER
25' PACIFIC CLIPPER	13,000
25' CHEOY LEE	19,500
25' PETERSON	2 from 15,500
25' FREEDOM (CAT RIG)	29,000
26' INTERNATIONAL FOLKBOAT	19,500
27' ERICSON	27,000
27' CAL 2-27	22,500
27' SANTA CRUZ	2 from 15,500
27' MULL CUSTOM	2 from 13,000
27' CAL 2-27	24,500
27' CATALINA	2 from 17,500
28' HALBERGH SLOOP	12,500
28' ATKINS ENSENADA (F/G)	29,900
28' MAIR SLOOP 7/8th RIG	24,500
28' COLUMBIA	19,000
28' NEWPORT	26,500/OFFERS
28' LANCER	25,000
28' ISLANDER	2 from 33,900
28' SAN JUAN	29,000
29' CAL	2 from 26,500
29' FARALLON	40,000
29' CASCADE	22,500
29' RANGER	29,000
29' SUNWIND RACER/CRUISER	39,500
30' CATALINA	34,500
30' PACIFIC	12,500
30' CORONADO	32,000
30' OLSON	25,950
30' TARTAN	37,000
30' COLUMBIA	32,000
30' FISHER MOTORSAILER	69,500
30' CAL 3-30	34,500
30' WYLIE 3/4 TON	38,000
30' PEARSON	31,000
30' ISLANDER (BAHAMA)	44,900
30' BURNS 1/2 TON	OFFERS
30' US	36,000
30' ISLANDER MKII	33,000
31' PETERSON	OFFERS/TRADES
32' WESTSAIL CUTTER	49,900
32' ISLANDER MARK I (full keel)	39,500
32' CENTURION	42,500
32' NANTUCKET CLIPPER	39,500
32' TRAVELLER	62,900
32' ERICSON	32,000
33' CHEOY LEE	52,500
33' TARTAN 10	29,950
33' APHRODITE 101	49,500
33' WYLIE	75,000
34' WYLIE	59,000
34' CHRISTENSEN	13,000
34' CAL	2 from 35,500
35' CORONADO	44,000
35' FUJI KETCH	69,000
35' ERICSON	42,000
36' ISLANDER FREEPORT	2 from 100,000
36' S-2 SLOOP	70,000
36' LAPWORTH SLOOP	32,500
36' ISLANDER	5 from 49,995
36' CHEOY LEE 'LUDERS 36'	76,900
36' COLUMBIA	39,500
37' TAYANA	90,000
37' ISLANDER TRADER	63,000
38' C&C 'ENTERTAINER', 'MISTRAL' 2	from 59,500
38' NORTHEAST	68,000
38' FARR SLOOP	98,000
38' FARALLONE CLIPPER	3 from 40,000
39' ROGERS 'SALT SHAKER'	124,900
39' ERICSON	59,500
40' TRINTELLA IV	129,000
40' OLSON 'FAST BREAK'	129,950
40' CHEOY LEE OFFSHORE	79,500
40' ONE TONNER 'FEVER'	155,000
41' ISLANDER FREEPORT	125,000
41' COOPER 416	127,500
41' MORGAN OUT ISLAND	89,500
42' WESTSAIL KETCH	145,000
42' DUBOIS	149,000
43' SWAN	109,000
43' SWAN 431	185,000
44' ISLANDER	65,000
44' SWAN 441	195,000
45' COLUMBIA M.S.	2 from 109,500
46' CAPE CLIPPER	135,000
46' MOODY CARBINEER	195,000
47' VAGABOND KETCH	150,000
47' OLYMPIC KETCH	125,000
50' COLUMBIA	99,000
50' GULFSTAR	190,000
56' MOTORCUTTER 'LUCIA'	230,000
58' RACING/CRUISER 'NATOMA'	270,000
60' MARCONI SLOOP 'SHAMROCK'	99,000
75' ONE-DESIGN KETCH 'SHAITAN'	850,000
*SAN FRANCISCO BERTH INCLUDED	

Cityachts

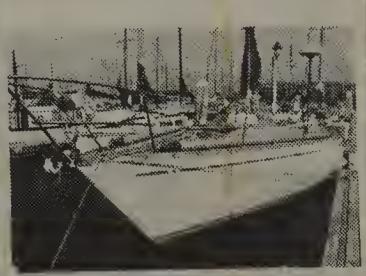
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CLOSED WEDNESDAYS



FARR 38 — Excellent combination of super performance and cruising comfort. Wheel steering, diesel, huge cockpit make for a great family boat. Seller very MOTIVATED and wants offers.



FREEDOM 25 — Cat rig. Easy to sail, like-new condition, beautifully finished, great for learning to sail, spinnaker.



SWAN 431 Built in 1979
Very complete Inventory, Loran, radar, B&G elec., steer'g vane, in perfect cond. reflecting exclnt care and little use. Very realistically priced at \$185,000.



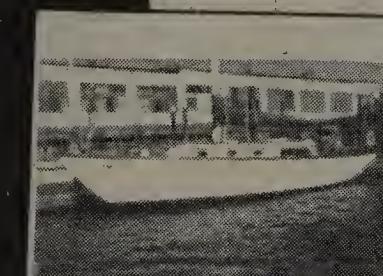
FARALLONE CLIPPER 38 — comes with CITY BERTH! This is one of the best maintained and most modern Farallones. Brand new Yanmar diesel. Lots of sails. Must be seen! Owner will consider trade for GB 36.



CAL 29 — Price just lowered. You can see her at our docks. Nice and clean! Season one-design champ and GREAT cruising boat. OWNER ANXIOUS!



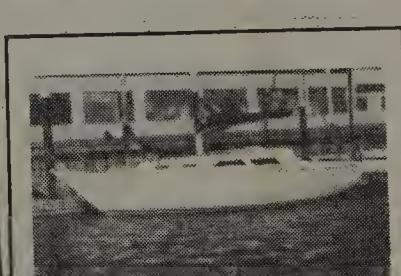
CATALINA 30 — Extra-roomy cruiser. This one has been to and racing gear — diesel, shower, autopilot, wheel, 2 spinnakers! See her at our docks.



LUDERS 36 by Cheoy Lee. Incredible condition — honestly! This yacht is better than, many upgrades, teak decks, classic lines in a sturdy cruising boat. Diesel, recent survey, cabin heater, etc. Call today for details on "DANDY".



CAL 3-30, fast, stiff and dry ... in other words A GREAT BAY BOAT. Great sail and equipment inventory. San Francisco berth included. Priced to sell, give us a call.



ISLANDER 28 — We have two beautiful examples of this great Bay boat. One w/diesel — one/gas, stereos, lovely interiors. Active one-design racing/cruising fleet.

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Hank Easom, Cindy Revel, Carolyn Revel
Marcia Corbett, Charlie Corbett, Rollo D. Dog

BOB PERRY TALKS ABOUT THE NORDIC

Robert Perry has attained international recognition as one of the world's premier yacht designers. The "performance cruiser" has been made a reality by Perry. His proven designs may be found from Australia to the Caribbean. His boats are veterans of single handed races and countless shorthanded ocean passages. One of Perry's designs was named "Yacht of the Decade", an enviable achievement! Here is what Bob had to say recently about Nordic Yachts:

Design: Designer Perry feels that "The Nordics 40 and 44 more than any other of my designs being produced, match my own personal criteria for the ideal combination of performance and comfort. They are the most beautiful yachts we have built to our designs."

Interior: Bob states, "It is my opinion that few, if any, builders have the ability to execute an interior comparable to the crew at Nordic, and this includes the European builders. Take a few minutes to look at the joiner work details and I think you will agree."

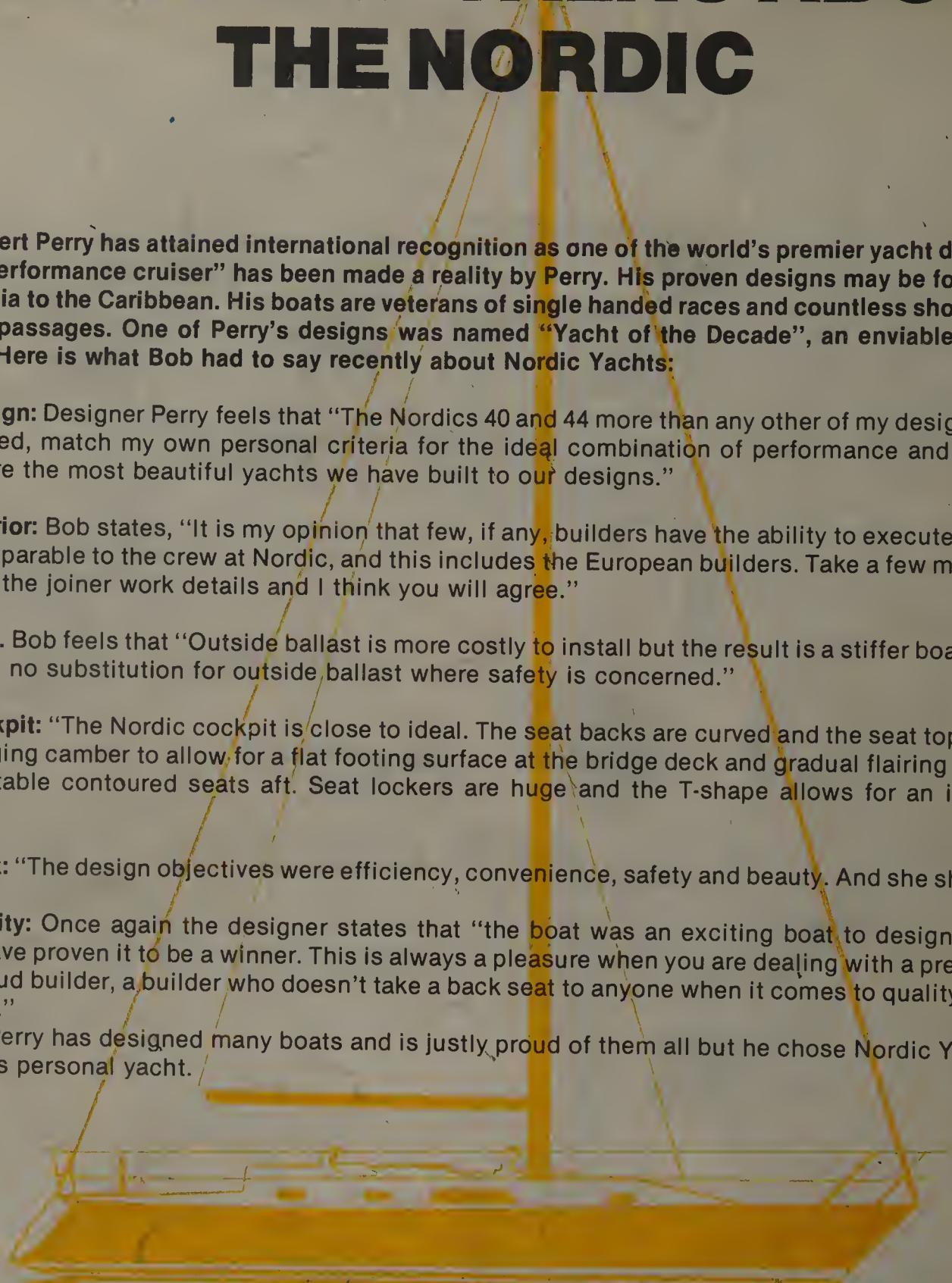
Keel. Bob feels that "Outside ballast is more costly to install but the result is a stiffer boat . . . and there is no substitution for outside ballast where safety is concerned."

Cockpit: "The Nordic cockpit is close to ideal. The seat backs are curved and the seat tops follow a changing camber to allow for a flat footing surface at the bridge deck and gradual flaring into very comfortable contoured seats aft. Seat lockers are huge and the T-shape allows for an immense wheel."

Deck: "The design objectives were efficiency, convenience, safety and beauty. And she shows it."

Quality: Once again the designer states that "the boat was an exciting boat to design. Sailing trials have proven it to be a winner. This is always a pleasure when you are dealing with a predictable and proud builder, a builder who doesn't take a back seat to anyone when it comes to quality and execution."

Mr. Perry has designed many boats and is justly proud of them all but he chose Nordic Yachts to build his personal yacht.



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ISLANDER 28 thru 48
BALTIC 37 thru 80